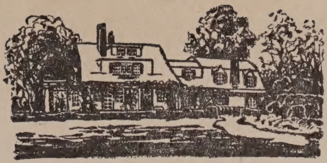
From the Library
of
Jay and Frances Benton

"Middlesex House"
Three Pequossette Road
Belmont
Massachusetts



"MIDDLESEX HOUSE"
THREE PEQUOSSETTE ROAD
BELMONT, MASSACHUSETTS

THE

ILLUSTRATED DIARY

of

JAY R. BENTON

for

APRIL
1945

* * *
*

11 A

Spring 1945

DESIGN No. 45-404

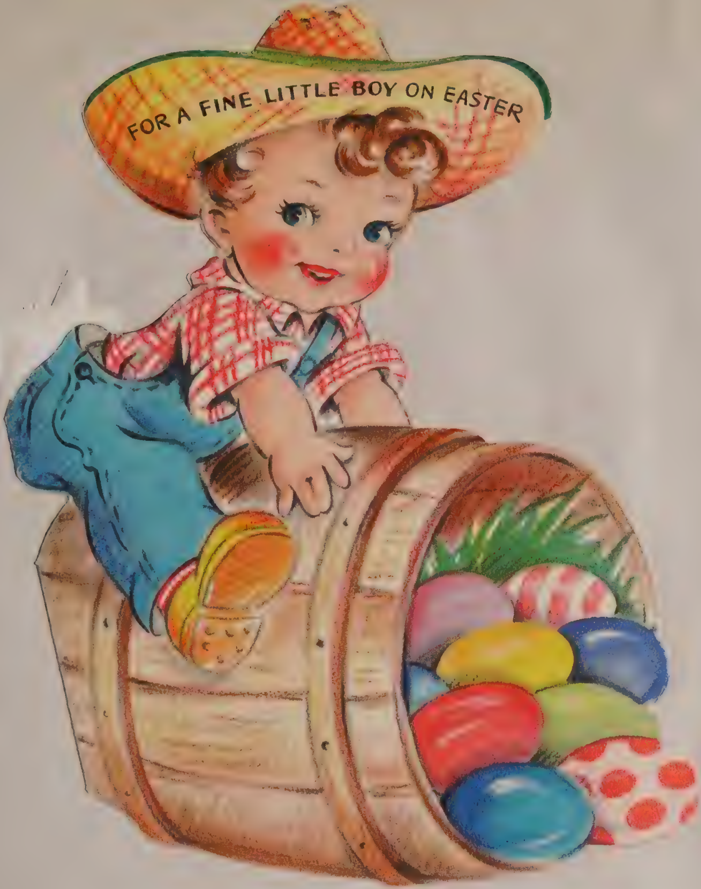
Just to greet you
and say,
Happy Easter

FRANCES AND JAY
1945

[illegible] Jas -

I have given this picture to him [illegible] the moment [illegible] [illegible] [illegible] [illegible] [illegible] have [illegible] [illegible] it [illegible] and put it at [illegible]'s place at [illegible] - [illegible] will understand - [illegible] [illegible] this picture [illegible] was otherwise [illegible] might have [illegible] but it was [illegible] it [illegible] at the home and thus [illegible] it -

Nicholas
photo
April 1st


FOR A FINE LITTLE BOY ON EASTER

EASTER
GREETINGS

Easter Greetings
With love,
Leslie, Jean
and Dave

To a fine
little boy
this is coming
to say
"Have barrels of fun
all day long
Easter Day!"

Love
my Darling –

Frances

EASTER
GREETINGS

Easter Greetings
With love,
Leslie, Jean
and Dave

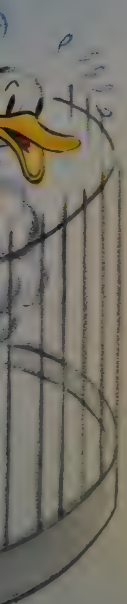
Easter Greetings

Wishing you all the
happiness in the world
not only on Easter Day
but throughout the year

All my love
Mother

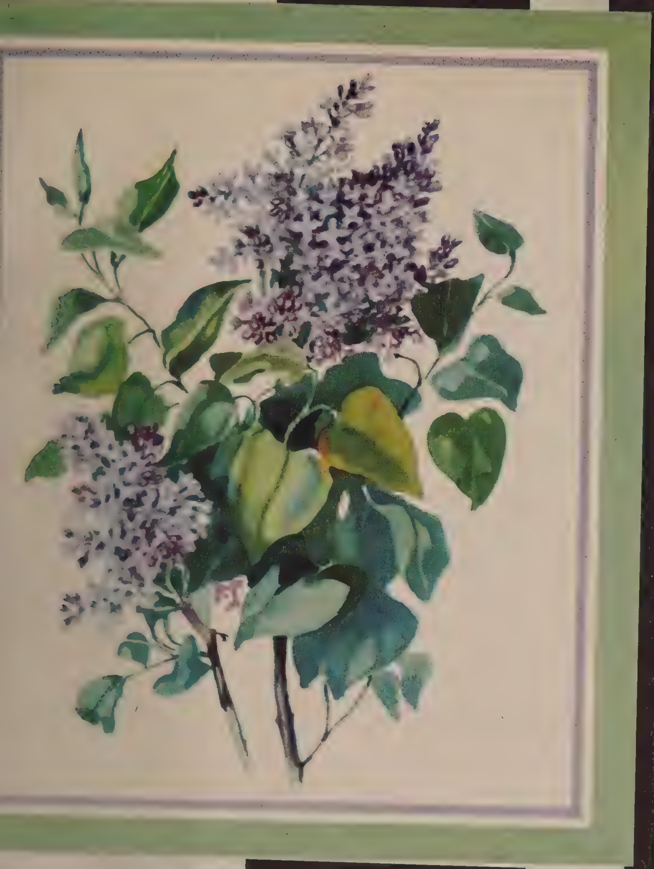
Wishing you all the
happiness in the world
not only on Easter Day
but throughout the year

All my love
Mother



A great BIG wish
for a
HAPPY EASTER

Love. to Mom & Dad.
John



Love to Mother and Dad at
Easter Time
from
Mary and Jim

10 L 49
LILA
Syringa vulgaris
BROWNIE

Easter
Greetings

To hope this Easter season

will bring you

every happiness.

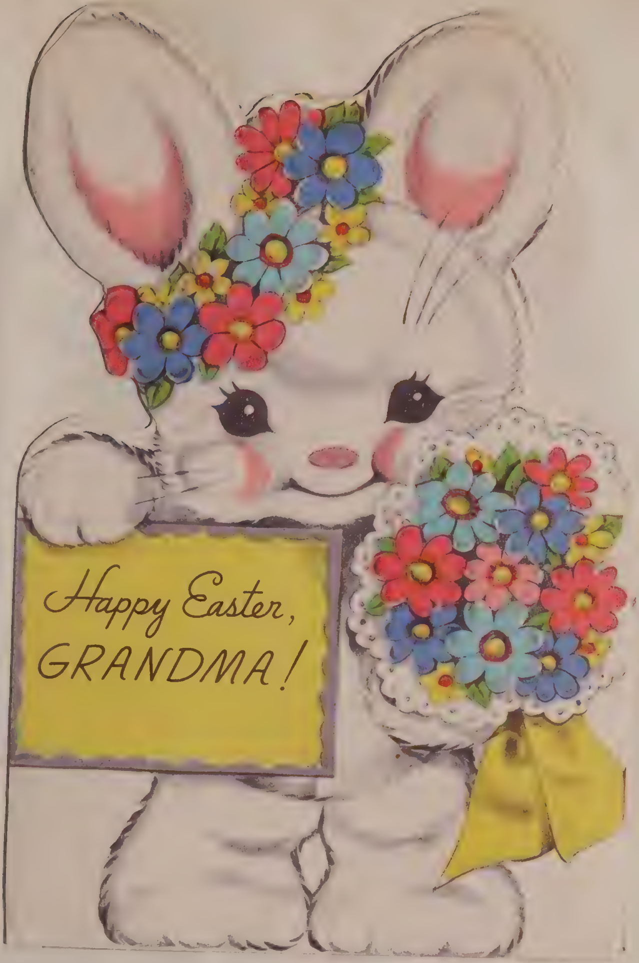
Love from

Jeanne

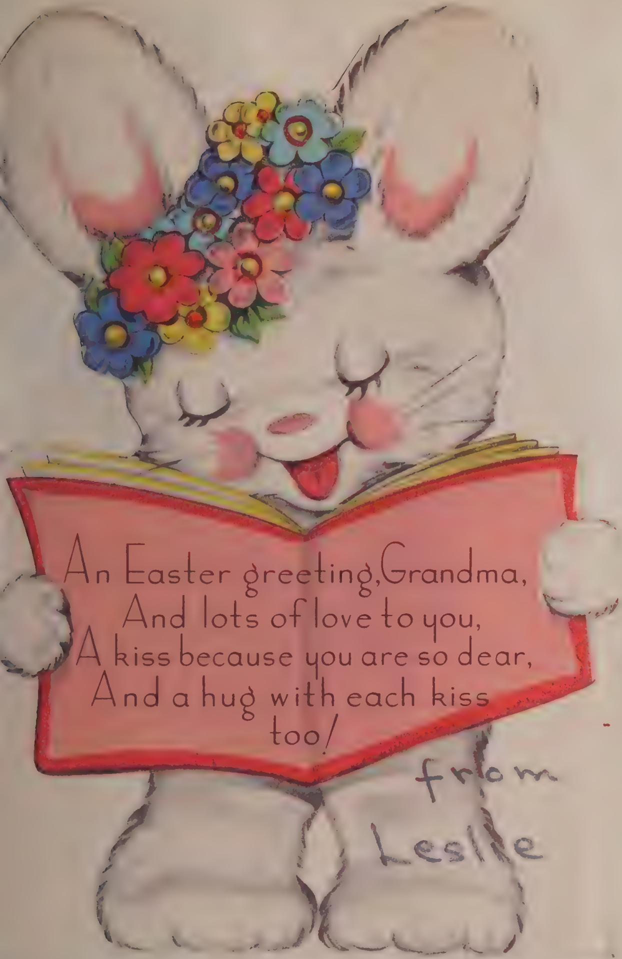
Dave

&

Leslie

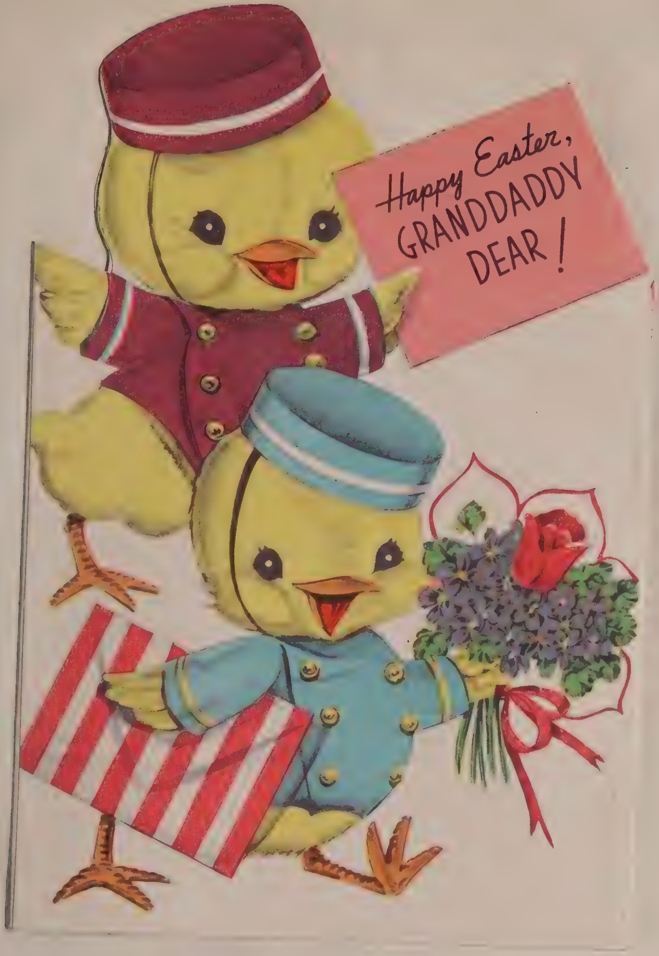

Happy Easter,
GRANDMA!

Happy Easter,
GRANDMA!
Especially for You



An Easter greeting, Grandma,
And lots of love to you,
A kiss because you are so dear,
And a hug with each kiss
too!

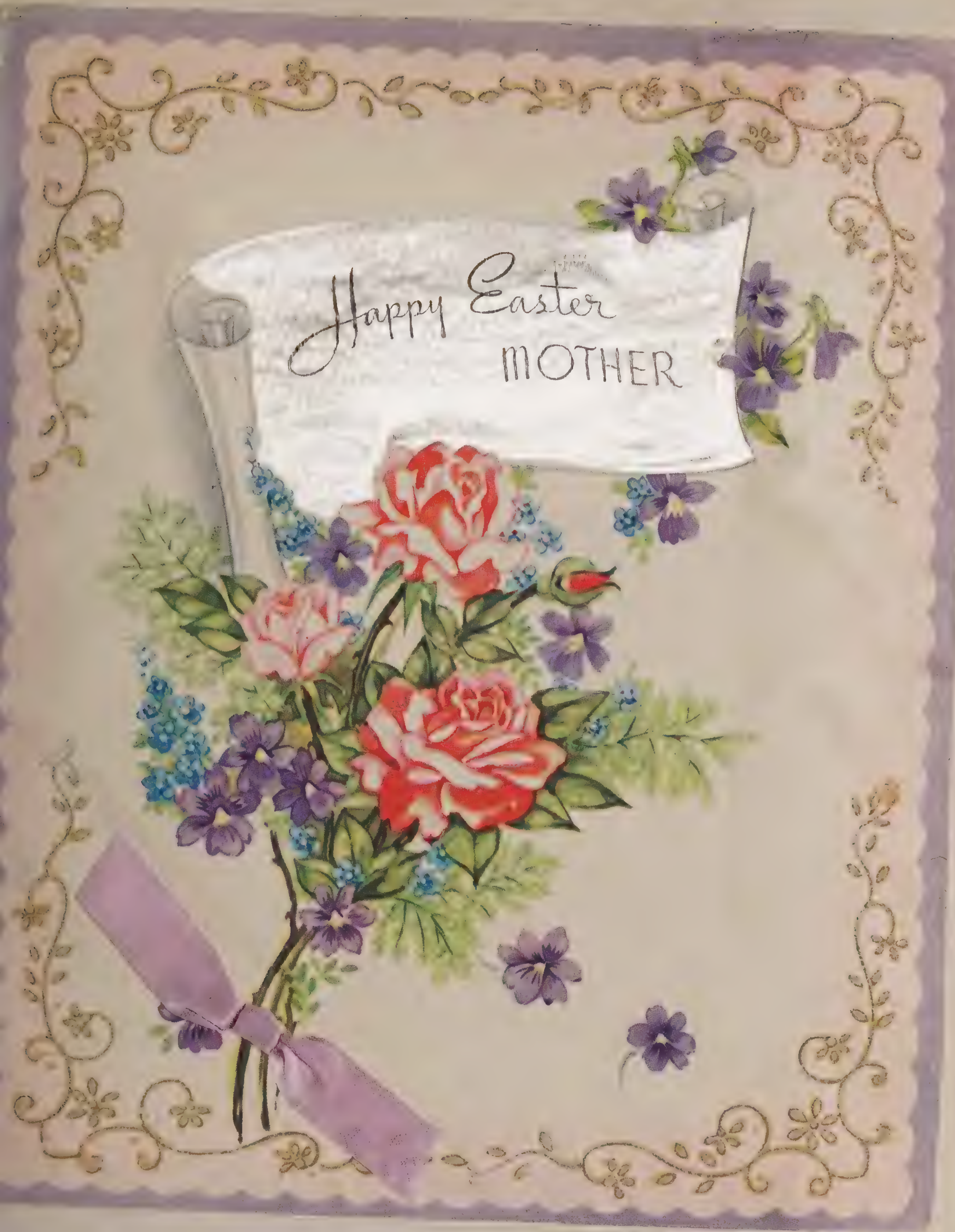
from
Leslie


Happy Easter,
GRANDDADDY
DEAR!

There's a whole lot of wishes
A lot of love too,

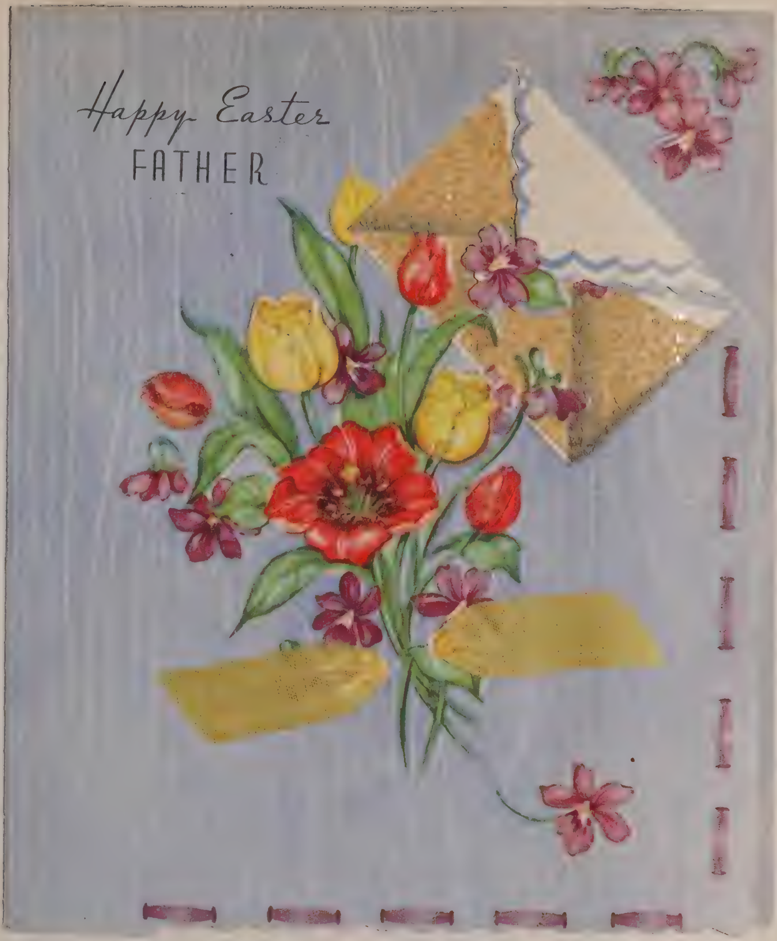
Granddaddy dear,
In this greeting for you!

from
Leslie


Happy Easter
MOTHER

With all my love, dear Mother,
This message goes its way,
To say that you'll be in my thoughts
Each hour of Easter Day,
To tell you that I wish you,
Today and always, too,
A joy as deep as I have known
In your dear love and you.

Peter


Happy Easter
FATHER

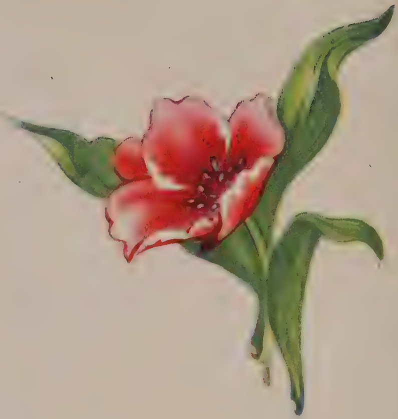
May all the joys that you have known
On other Easters, Dad,
Combine to make this Eastertime
The finest that you've had,
And may this flock of loving thoughts
All help a bit, today,
To let you know how swell you are
In every kind of way!

Not April Fools but
a Happy Easter to you, Dad.
Love, Peter

An Easter Wish

Easter
Greetings

The Wettlaufers



May Easter bring you happiness,
May Easter bring you cheer,
May Easter bring you carefree hours
That linger through the year,
May Easter hold some hope fulfilled,
And gladness old and new,
The kind that brightens every day
With extra joy for YOU!

Love, to Mom & Dad.
Peter

Easter
Greetings

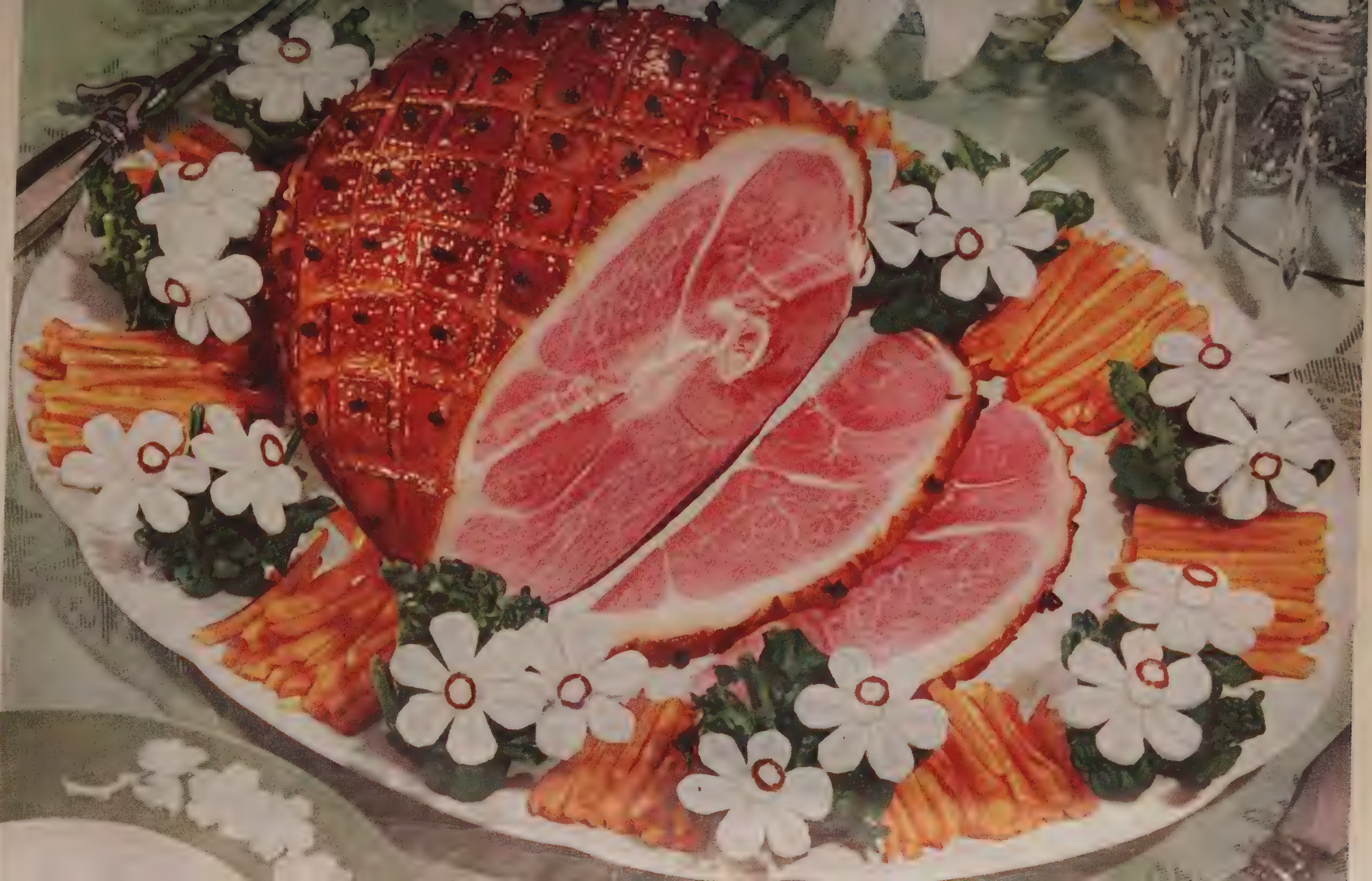
The
Wettlaufers

FOR YOU
at Easter Time

Just a hope
that you will surely know
Every joy
that Easter can bestow . . .
Just a hope
that all the Season's cheer
Lingers on
to bless you through the year.

To all the Bentons —

Hannah, Collins and Joan.



Easter Feast -

OUR EASTER BREAKFAST

APRIL 1, 1945

ORANGE JUICE
CEREAL AND CREAM
ROAST HAM - FRIED EGGS - MUSTARD
HOT ROLLS - SWEET BUTTER
COFFEE

* * *

EASTER DINNER

JELLIED CONSOMME
BREADSTICKS

CELERY - RADISHES - OLIVES - SALTED NUTS

ROAST TURKEY

RICED POTATO - GIBLET GRAVY - CRANBERRY SAUCE

FRESH ASPARAGUS ON TOAST

CREAMED ONIONS

MIXED GREEN SALAD

STRAWBERRIES AND CREAM
DAFFODIL CAKE

DEMI TASSE

* * *
*

PO-PO AND THE DUCK bids fair to rank with the great pinups of all time.

EASTER DUCKLING.

Spring Skies Smile On Easter

Boston staged its fourth wartime Easter parade yesterday. And as winter-weary Bostonians gathered in flower-filled churches in all parts of the city, high hopes mingled with their prayers that it would be the last in wartime.

The air was filled with optimism, and cloudless blue skies and warm spring sunshine combined to make the day perfect, except for a gusty wind that sent swirls of dust flying and caused the ladies to clutch their Easter bonnets. The magnolias along the avenue are a froth of pink and white; crocuses make gay spots of color in the pocket-handkerchief grass plots along the sunny side of Beacon street, and daffodils are peeping up in neat rows in the public garden, where the grass is emerald green.

As if to vie with the flowers that bloom in the spring, blossoms of all kinds appeared on Easter hats shrouded in clouds of pastel veiling. And orchids, gardenias, camellias and jonquils were worn as corsages. Heel-less, toe-less sandals of red or green matched gloves and bags, and contrasted with suits in bon-bon colors. And adding still further to the rainbow effect, were the many overseas stripes on uniforms. It was as though there couldn't be enough brilliant, glowing color to express the joy of approaching victory and the coming of spring after the long, cold winter.

Sunday, April 1st 1945

Woke up at 7. Down for the papers. Downstairs at 9 for our Traditional Easter Breakfast! What Fun! Frances, John, Mary + I. A fine photograph of Nicholas arrived for Frances! She was much affected. Presents Back and Forth - From Frances I had the new book. "The Thurber Carnival - a bottle of Glengarry and from John a fine foulard necktie. and a de luxe Gillette Safety Razor - up at 10 and to the Payson Park Church Easter Services. over at 12.30 Back to the house. then over to see Mother but she was just leaving with Hannah Collins to go to dinner. Back to the house. Small Party - Came Nan Norton + Thelma Harlow - to movies and stills. Then Frances, John, Mary, + I went over to Pat + Louise's + A good time - Back to the house at 2.30. Big Dinner - Big Roast Turkey.

After that snoozed to 5 - then we all went over to the Learys. Also there the John Wests and the Warren Reilley's. Back Home at 6.30 and to Bed. Frances made me a snack supper - a hot turkey sandwich with gravy. It was a very nice Easter.

EASTER. AP. 1.'45

EASTER. AP. 1. '45

FRANCES
CARVES
THE
TURKEY

The LEARYS, THE John WESTS
AND MRS. WARREN REILLY.

EASTER. AP. 1. '45

NEWARK SUNDAY CALL

NEWARK, N. J., SUNDAY, APRIL 1, 1945.

ARLINGTON

David Bentons Will Be Hosts At Anniversary Party Today

Lieutenant and Wife to Entertain at Family Dinner; Mrs. John Crane Sojourning at Buck Hill Falls

By LILLIAN OSBORNE MYER

Lt. David Benton, USA, and Mrs. Benton of Seeley avenue, Arlington, will be hosts at a family dinner party tonight in celebration of their first wedding anniversary. Lt. Benton is home on a month's leave after completion of 35 missions with the Eighth Air Force in Europe. The couple have a daughter, Leslie Frances, born March 1 in Margaret Hague Hospital, Jersey City. Mrs. Benton has been residing with her parents, Mr. and Mrs. Edgar L. Proctor of the Seeley avenue address.

Mrs. John D. Crane of Kearny avenue, Arlington; her daughter, Mrs. John F. Borden, and the la
ter's son, John, and daughter,
of Bradley Beach left yeste
The Inn. Buck Hill Fall
they will remain for

Mr. and Mrs. P
Fairview pl
brated
ver

Chestnut street, Kearny. Members and their friends are invited to attend.

F/2 John MacCartney, USN, has written his parents that he has arrived in the South Pacific area. He is a member of a submarine crew.

Home From Philippines

EM/3 Donald Goodsir, USN.
arrived home from the Ph
for a leave. having se
South Pacific for
will report to Ph
for a new as
Mr. and
Devor
so

Blitz on the Reich

Ap-1-45

As the Wehrmacht Cracks

Blitzkrieg rolled across Germany last week. The technique the Nazis first visited upon Europe was being returned multifold on the Reich. Devastation by air, swift and daring penetration by tanks, feints and flanking drives, cutting of communications and spreading of confusion—these had once carried the Wehrmacht at lightning pace across Poland, France and the Low Countries. Last week it was Germany that knew the panic of cities assaulted by planes and armor, it was the Wehrmacht that knew the disorganization of a broken front and a superior force raising havoc with communications.

In eight days the battle in the west had changed from a duel for positions along the Rhine to a series of breakthroughs into the inner Reich. Allied armies sped to within 170 miles of Berlin at two points. The Ruhr, last major arsenal of the Reich, was encircled. The bag of prisoners jumped from 11,000 a day early in the week to 70,000 in two days. The eight-day total seemed to have topped 100,000.

On the east the "Berlin front"—the Russians' bridgehead across the Oder thirty-one miles from the capital—was the focus of greatest danger to the Nazis. In addition the Russians exploded a new offensive up the Danube Valley toward Vienna and the mountainous southern Reich. Paired with an American drive toward the upper Danube it seemed possible the Soviets were striking to sever Nazi escape routes into a last-stand redoubt.

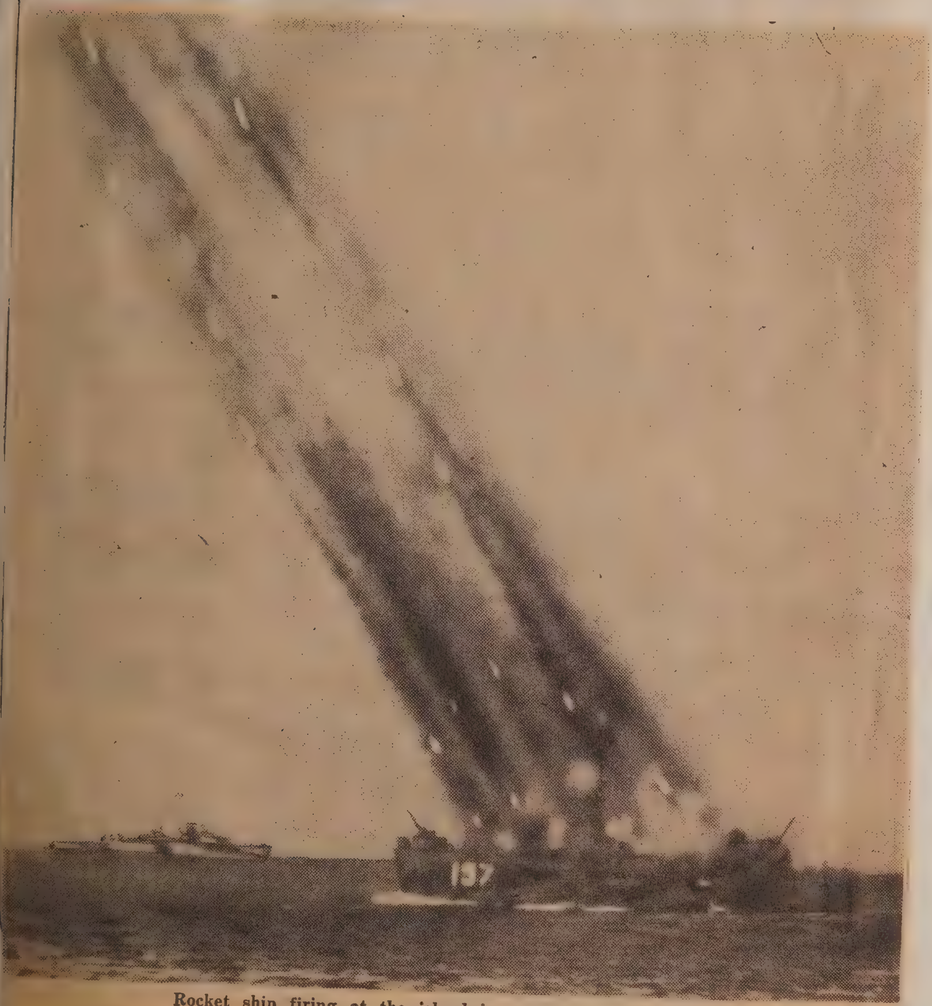
The Jaws Close

The converging fronts—yesterday only 229 miles apart—were squeezing the remainder of the Wehrmacht into the heart of the Reich. Its greatest strength was in the east and it was showing no readiness to cave in there. In the west, General Eisenhower said: "The Germans as a military force * * * are a whipped army." Deep salients had cut up the Wehrmacht's front; air power had smashed its rear. At some points, notably in encircled cities, it fought fanatically; there was a possibility that other forces would try to hold on new lines in the interior. But front correspondents felt that it had already lost its cohesion. Last night General Eisenhower called on the German Army to surrender.

Nazi broadcasts reflected desperation. Commentators spoke of the "last and decisive round," of "holding ranks" no matter what happened. The people were told they must resist to the last so they would be ready for "such steps as our leaders may be deciding to take." Adolf Hitler was silent. He had vowed many times that he would never capitulate. There was some evidence that he and his Nazi chieftains had already moved their Government functions to the Bavarian Alps. If his plan was indeed to rally his fanatic supporters for a "heroes' stand," waging propaganda warfare within occupied Europe, events were hastening the move.

THE NEW YORK TIMES,

A Rocket Barrage Opens the Way for Our Forces to Storm Ashore on Okinawa



Rocket ship firing at the island in preparation for landings

Associated Press Wirephoto (U. S. Navy)

AP. 1. '45

Assault troops of the Army and Marine Corps moving on the beach

Associated Press Wirephoto (U. S. Navy)

Monday, April 2nd 1945 -

This is John's 31st Birthday and David's 24th Up early - for breakfast - orange juice - wheat germ - Swordfish - Scrambled eggs - Roll - Iced Coffee - to the Square with Frances - Subway - office E. Lane still sick - Much - Work - called up Painters re painting the house + Worked hard all morning + at 12 over to the Bank with E. C. M. Put in $150,000 American Tobacco Bonds + to Pieroni's - Seul - for lunch - Lobster Plate Roll - Cottage Cheese - Hot Coffee - Orange - to Krey's looking over piano rolls to Whites - looking for lawn chairs - to Indians - to leave film - to Woolworth's looking for diary paper - + letter paper for Nicholas + to 50 Federal St + 85 Devonshire St. looking for headquarters for Boston Committee - to Iver Johnsons looking for film but none to be had. Back to the office. Work - Sherwood Blodgett in looking for a job + OK'd a lot of Bills for the Boston Committee + left at 4.50 with Moody & Mansfield - to Allston then home + Out on the front

porch - Merriment - Then John's Birthday dinner, and it was scrumptious - Birthday cake and all. And to top it off - David called from Arlington, New Jersey - So, all in all it was a grand day +
to Bed at 7.45 +

JOHN'S BIRTHDAY DINNER

APRIL 2, 1945

LOBSTER COCKTAIL

RIPE OLIVES - CELERY - RADISHES - SALTED NUTS

BROILED SIRLOIN STEAK WITH MUSHROOMS

BAKED POTATOES - FRIED SUMMER SQUASH

HOT ROLLS - SWEET BUTTER

MIXED GREEN SALAD

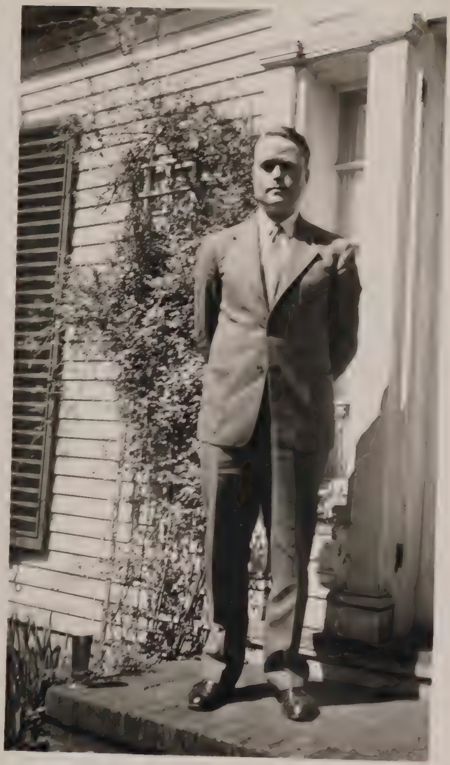
VANILLA ICE CREAM

FRESH STRAWBERRY SAUCE

BIRTHDAY CAKE

* * *

*



JOHN
ON
HIS 31ST BIRTHDAY

APRIL 2, 1945

MARKED COPY

April 2, 1945

Cunningham, the Photographer
Exeter, New Hampshire

Gentlemen:

I wish to inquire about securing ~~a~~ photographs of my son Nicholas Benton, of the senior class at Phillips Exeter Academy, but now in the Army. What do they cost a dozen?

Yours very truly,

Jay R. Benton

160 Congress Street
Boston 10, Mass.

JRB:BCC

JOSEPH P. KENNEDY

North Ocean Boulevard
Palm Beach, Florida

April 2, 1945

Mr. Jay R. Benton
80 Federal Street
Boston 10, Massachusetts

My dear Jay:

I shall be delighted to make a contribution and shall be in Boston on the fifteenth and sixteenth of April

At that time, I'll talk with you and see what's going on.

My warmest personal regards.

Sincerely,

Joe Kennedy

JPK:MM

German Collapse

Close--

WAR BULLETINS

Wide Allied Gains On Western Front

Allied troops on the western front are setting still another trap for the stunned German army.

Swift British tank columns are slicing north from the Ruhr pocket in an all-out drive for the three great German ports of Bremen, Wilhelmshaven and Hamburg. Lead troops are just 74 miles from Hamburg and they're rolling on against what Twenty-first Army Group headquarters describes as "fading resistance."

Below Freezing Temperatures In N. E. Tonight

A sharp cold snap which may be devastating for already budding vegetation, is due in New England tonight, with below freezing temperatures forecast for much of the area.

The weather bureau said temperatures would be down to about 34 in Boston, but that elsewhere in Massachusetts, as well as Rhode Island and Connecticut, the mercury would be close to freezing.

Inland in Massachusetts it was expected the freezing point would be touched, with 32 forecast for Worcester.

Maine, New Hampshire and Vermont will have below freezing temperatures tonight, with continued cold weather through tomorrow.

The Waltham field station warned home gardeners against removing coverings from perennials, strawberries and other plants that require this mulch.

Both spokesmen at the field station and the state department of agriculture announced that if the temperature drops below 30 there will be a serious threat to the fruit crop.

Although in most sections of New England the growing season is not far enough advanced yet, those trees, especially the apple, that have budded during the warm spell in March will be in danger.

The sudden drop in the temperature tonight will also be a threat to the early vegetables which have been put out, according to Walter Piper at the state agricultural department.

Tuesday. April 3rd 1945

Much cooler Today. For breakfast - orange juice - wheat germ - Fried eggs - ham. Toast - Iced Coffee. to the Square with Frances - she had as a passenger - Mrs Parquette - a fellow worker at Red Cross - Subway - office - out at 10.30 to the Bank and then to the State Street Trust Co. to leave Boston Committee Bills with Mr. Adams Secretary + to Lentinos for a haircut and Shampoo. Back to the office - work out at 12.30. to the Parker House "Knockers" Club - Old Fashioned Hamburg. Spinach. Roll. Cottage Cheese - Iced Coffee. Orange. to R. H. White's ordered 4 lawn chairs - to Cobb, Bates, + Yerxa for flowers - office - Real Estate Committee -

In Remembrance
1943—Charles E. Alexander—1945
"The gentleman from the Transcript"

Alden Brett in re Headquarters — also Myles Standish of the Post and Carey of Transcripts. Left at 4.45 with Moody and Mansfield to Allston then home — Upstairs and prepared specimens — Dinner at 6.30 - Chicken Soup. Cold sliced Turkey - Stuffing — Potato Cakes - Escalloped spinach — Lettuce with Russian dressing. French Bread - Milk - Banana & Strawberry shortcake. Upstairs at 7.15.

April 3, 1945

Dearest Mom,

Everything is *so* *wonderful*! Dave and I are truly" in the clouds". We are enjoying this quiet and peaceful home-life with Leslie so much.

Thanks very, very much for the spoon, Mom — a lovely gift.

As you know we have our train reservations for the 12th.

I go to the doctor for my six week's checkup on the 10th or 11th. I am going to make out a list of things I'll need for Leslie while in Belmont.

Lots of love to all of you from us. We'll see you very soon!

Jeanne.

P.S.

Leslie weighs 6 lbs 12½ oz. She is now getting a fish liver oil concentrate and will start on orange juice tomorrow

SEMPER FIDELIS
U.S. MARINE CORPS

april 3, 1945

Dear Mom and Dad,

My first Herald came this afternoon. It's just like the mornings at home now. I think Dave looks fine after his tour of combat. Nice and young and just as he always was. The pictures are really swell and make me seem quite close to home although I'm pretty far away. Mr. Scott should cut the lawn pretty soon. The papers say you've had some great spring weather. Out here in the great Mojave desert the cool breezes still blow throughout the day. If it ever stopped, I don't think anyone would stay around. I'll send some cigarettes the last part of this week. They haven't had any film lately but I know what to do if some does come in.

Easter Sunday wasn't very good but the service was fine. I made my communion but had to dash off to work after that part of the mass. A couple of my operators have gone on furloughs so I'll be quite busy for three weeks or so.

The West Coast ball teams have started their league. Lou ("Mad Russian") Novikoff, is batting a cool .412. You must remember his play with the Chicago Cubs. Bill Burke has seen most of the big league boys out where his present base is. Tex Hughson pitched the game he saw. Bill is in good spirits so when you see Mr. Burke tell him so.

Love,
Peter

MASSACHUSETTS CO-OPERATIVE BANK LEAGUE
80 FEDERAL STREET
BOSTON 10, MASSACHUSETTS

ER M. ALLEN
TIVE SECRETARY

April 3, 1945

Mr. J. R. Benton
160 Congress Street
Boston, Massachusetts

Dear Jay:

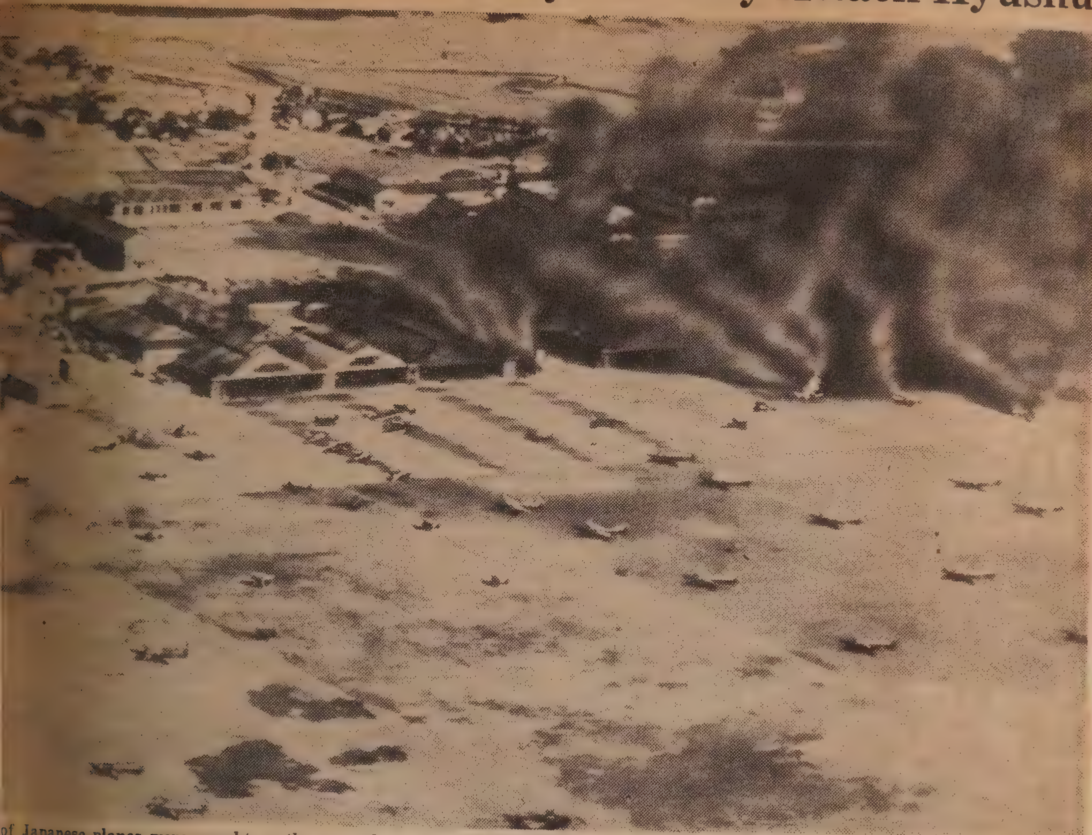
The enclosure in yours of yesterday is just what I want, and I am very grateful. We have, as you know, a circulation of around 2,000, which includes most of the co-operative bank directors in the State, and I like to believe that they are fairly representative in their respective communities, so that I think this is a rather select distribution.

Yours very truly

M. Allen
Executive Secretary

wma mc

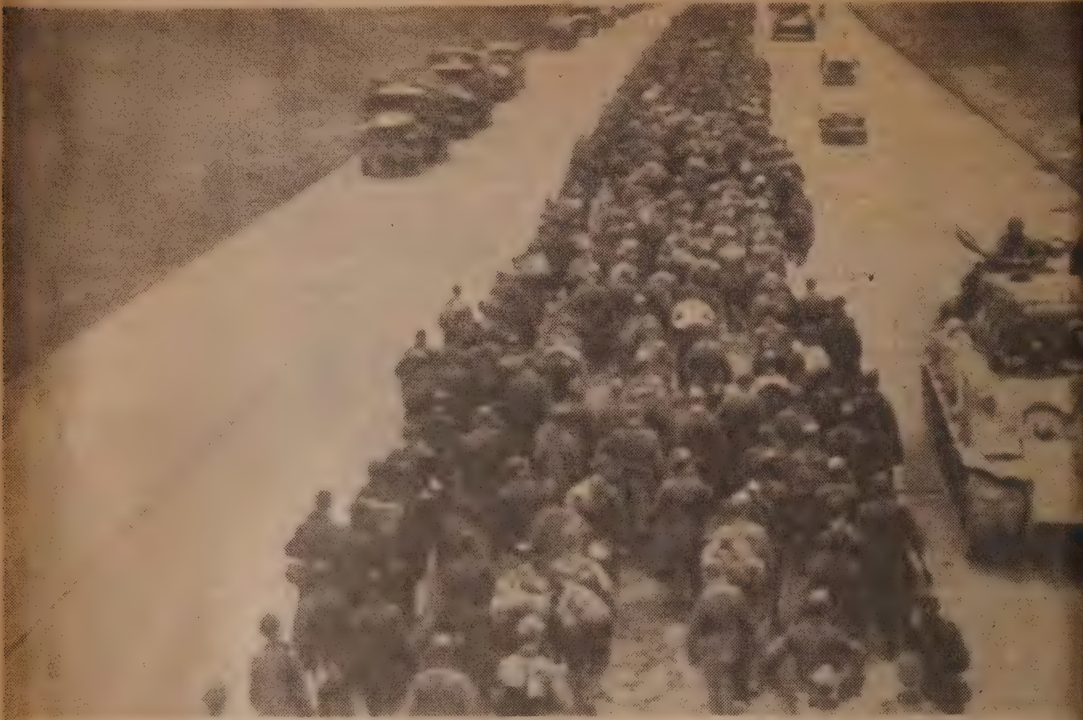
Forces Move Closer to Tokyo as They Attack Kyushu



of Japanese planes were caught on the ground and hangars set on fire when our carrier-based Navy and Marine bombers pounde
d.

Associated Press Wirephoto (U. S. Navy)

GERMAN PRISONERS MARCH TO THE REAR AS OUR THIRD ARMY ADVA

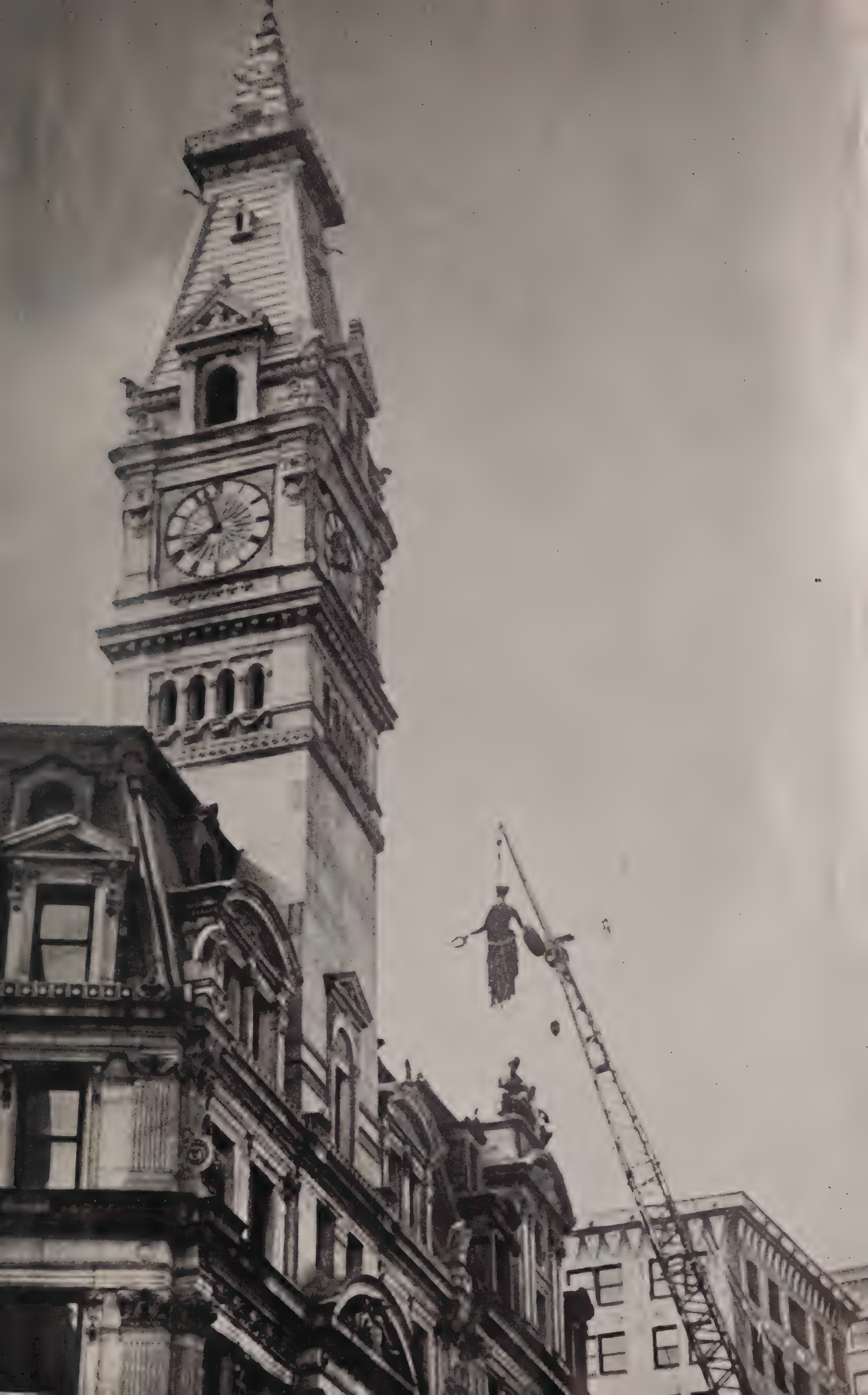


Captives by the thousands walking along the center strip of the famous superhighway near Giessen as vehicles of the Division roll past them to the front.

The New York Times (U. S. Signal C

Jim is with the
Sixth Armored Division.

#

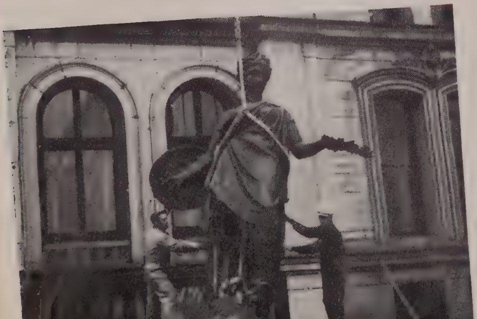


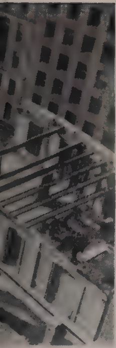
A LANDMARK SINCE 1875 in the heart of downtown Boston, th
former home office building of the company is now in the proce
of being razed. For nearly seventy years, Bostonians in that vicini
have set their watches by the clock and deep-toned bell in the han
some campanile, and have been watched over by the "Three Grace
which adorned the roof.

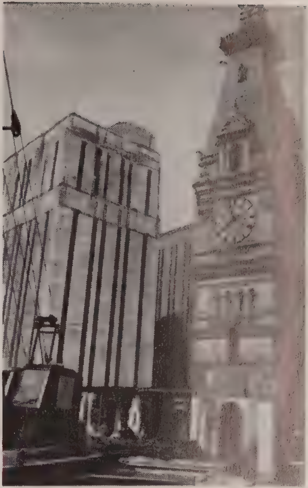
"Protection," largest of the three goddesses to abandon the obser
tion post, stood 13½ feet high and weighed one ton, without the ar
The other two effigies which were removed by wreckers are "Co
merce" and "Mechanism," both 9½ feet tall and weighed 1700
1500 pounds each. It took about a year to complete the modeli
The group was cast in "spelter" (commercial name for zinc) and
filled with sand.

In their original grouping the "Goddess of Protection" is cro
ing "Commerce" with a laurel wreath, while shielding "Mechanism."

In closing their careers as scrap for weapons of war, the three Goddesses fulfill the symbolism they have represented for 70 years.





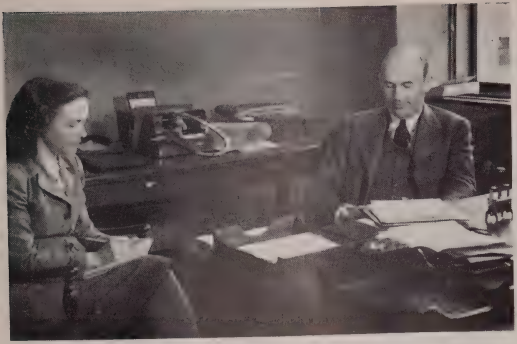


SMANTLING THE ORNATE and pinnacled 225-foot clock ower will be a ticklish job. It will be picked off, piece by by the crane which was lifted to the roof by a larger crane, hich now reposes on the 6th floor about where Bob Lawthers o sit.

familiar campanile is an old Boston landmark. Architects of it as one of the "Seven vantage points" of the city. KING'S DBOOK OF BOSTON (1883) pointed this tower out as a -place of the city. It said:

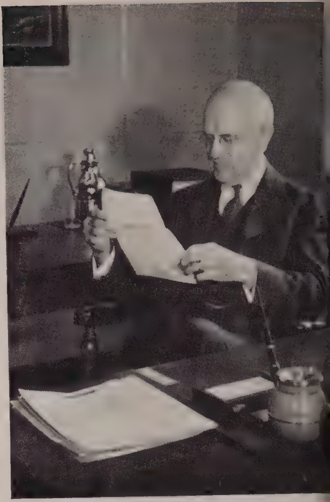
om the balcony, 198 ft. 6 in. above the sidewalk, can be ob- the best possible view of Boston and its surroundings.

e clock is an interesting feature. It has four dials, each 10 ft. in diameter; and the hands are 5 ft. 3 in. long. The striking- er weighs 150 lbs., and the bell 3,700 lbs. The clock pendulum is 15 feet long; and the three immense weights of 2,500 lbs., together with their chains, extend 45 feet below the dials. The winding up of the clock, every eighth day, requires four stout men, who laboriously turn a crank 241 times for each weight."



The department is under the supervision of **Doane Arnold**, who is here dictating to his secretary, Miss Helen Moynihan. The approval stamp is close at hand.

E. C. Lewis, *Executive Underwriter*, for 21 years the head and later the manager of the old Application Department, devotes his full time to the underwriting of unusual and large cases, and to general underwriting practices of a non-medical nature.

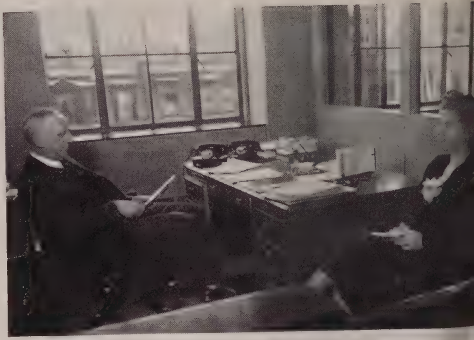


THE UNDERWRITING DEPARTMENT

Every application that comes to the Home Office is reviewed by the Underwriting Department to see that it qualifies under the Company's underwriting rules.

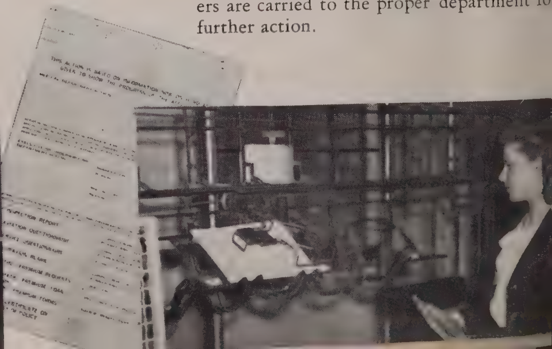
If the application is not over $10,000 and if the old and new business does not exceed $30,000, the policy is underwritten in this department by lay underwriters provided there are no serious medical complications.

No application is modified, rated, or declined without being seen by a medical director, a senior underwriter, or both.



Lewis A. Poor, who for many years was Mr. Lewis' assistant in the Application Department, is *Senior Underwriter*, and devotes his time to the underwriting of speci cases.

The distribution, collection, routing, and checking of applications and the notification of action is handled in this section of the department. By means of the horizontal conveyor belt, old folders are assembled wit new applications and the new business folders are carried to the proper department fo further action.



April 4, 1945

Distinctive Match Company
115 Federal Street
Boston 10, Massachusetts

Gentlemen:

Kindly find enclosed my check for $2.50 for which send me 8 cakes "Personalized" Soap No. 3 Flower Set -- use script initials No. 21, with this wording: "Mary Jameson".

Yours very truly,

Jay R. Benton

Jay R. Benton
160 Congress Street
Boston 10, Mass.

JRB:ECC
Enclosure

Wednesday, April 4th 1945

Still cool. For breakfast - Orange juice - oatmeal - Minced Roast Beef on Toast - Iced Coffee. To the the Square with Frances and once again giving Herb. Rogers a lift. Subway - Office. Everett Lane is back - looking peaked - reporting that he has lost nine pounds. Hard at work all day - mostly drafting the Boston Mutual's annual report - also starting arrangement for the Joe Kennedy luncheon on the 17th out to lunch at 12.30 with E. L. and to the Country Plate in the Little Building. Had Braised Lamb with vegetables - Roll & Butter - Hot Coffee - Orange to Jordan's to get film Prints from Miss Ord. Back to the Office - working rest of the day on annual report. Left at 4.45 with Moody and Mansfield. to Allston - a stop at Griffin's - Home. Little Living Room - Dinner at 6.30. Chicken Soup. Turkey & Lettuce Salad. Milk - A little apple Pie - Liederkranz cheese - John & Mary out to Weston for dinner.

EXTRA! Russia-Jap War Looms!

LONDON, April 5 (UP)—Russia today denounced her neutrality pact with Japan in an action believed to foreshadow her ultimate entry in the Pacific war.

Announcement of the action came a few hours after the fall of the Japanese government of Premier Gen. Kuniaki Koiso, presumably upon the receipt of word from Moscow of the Russian action.

Thursday, April 5, 1945

WAR BULLETINS

American Tanks Rush Into Central Germany

General Patton's tanks are racing through central Germany at a mile-an-hour clip.

Thursday, April 5, 1945 X

Rainy today. Umbrella & rubbers. For breakfast orange juice - oatmeal - Poached eggs on Toast. Iced Coffee. to the Square with Frances. Subway - Office - Hard at work - in touch with papers about Joe Kennedy. Working again on annual report. Out to lunch at 12.30 with Everett Jones - to Patten's on Court St - Chicken Gumbo. Chicken Pie - Johnny Cake. Coffee - Fruit Cup. to Iver Johnson's and succeeded in getting a 130 film. Back to the office - More work - Left at 4.45 with Moody & Mansfield - to Allston - Stopped at the Big Bear and Henry's Bakery trying

Boston Mutual Life Insurance Company

HOME OFFICE
160 CONGRESS STREET
BOSTON, MASS.

FEBRUARY

MARCH

April 5, 1945

To the Field Force

The campaign in honor of President Jay R. Benton was completed March 31, 1945.

A total of $1,677,831 of ordinary was issued. Of this amount $1,073,313 was issued for March.

The only improvement that can be added to this remarkable record is the placing of the ordinary issue - 100%.

This letter serves as a reminder that all ordinary issued from January 22nd to March 31st must be paid for on or before April 15th in order to count in the campaign.

This good work is fully appreciated and we hope that the ordinary writings will continue not only through April but for each month during the balance of 1945.

Yours very truly,

W. H. Moody.

Supt. of Agencies.

Thursday
AP.5.

Dearest Mom,

I'll need these things for formula-making:

8 Small [illegible] Cans of Evap. milk

Sterilizing kettle & wire bottle rack (Sears Roebuck)

32 oz. Glass Graduate

Karo (~~[illegible]~~ Blue Label) Syrup

Pan for boiling water

a tablespoon

a teaspoon

a few glass jars

Also

Package of cotton

Mennen Baby oil

Pail for diapers

I have been using Sheffield Evaporated milk but any kind will do.

See you Sunday!

Dearest love,

Jeanne.

to get rolls, but none to be had. Home. Little Living Room. Dinner at 6.30 - Split Pea soup with ham bone. Turkey croquettes - Parsley Potato - Spinach. Tomato - Lettuce salad - Roll - Butter - Custard with sliced Bananas sprinkled with nuts - Milk - Mary out to dinner again. - Upstairs at 7. Been fighting off a cold for a couple of days.

COLD SPELL A THREAT TO BUDS

Chilly Weather Menaces Fruit, Vegetation

Plummeting temperatures which were expected to go close to freezing or even below this morning threatened vegetation and fruit trees which had come along fast during the warm days of March.

The weather man forecast that though the early morning hours the mercury would remain in the lowest bracket of the 30's but after daylight it would begin to rise under a bright sun. More cold was expected tonight, however, after a day in which the temperatures would reach the 50's, so don't put away that topcoat or overcoat just yet.

Friday, April 6th 1945

The cold I have been fighting off for a couple of days has got me - aching all over - Sore throat - nose running - And it has to be the coldest morning for some time - 32° - nevertheless up and to town, as there is a full schedule today. Orange juice - oatmeal - Creamed codfish on toast - Iced coffee - to the Square with Frances. Subway + Office - Work. Talked with Walter Guthrie about printing. Also the Rapid Service Press - John L. Hall telephoned re New Haven Railroad Holding Bill - Osgood + Stocker of Nashua in re Boston Port Project - Out to lunch at 12.30 with Everett Lane - to Steuben's on Boylston St - Consommé Garni - Roast Leg of Veal - Noodles. Roll. Hot Coffee - Orange - to Cobb - Bates & Yerxa - Bought 2 dozen rolls + Back to the office - Tel conferences with Jarvis Hunt

RAYTHEON NEWS - APRIL 6, 1945

'G' Girl's Husband Cited For His Part In Bastogne Battle

The Bronze Star Medal was awarded Capt. Winthrop S. Jameson, husband of Mary Jameson, employee of "G," on the battlefield near Boevange, Luxembourg, for "meritorious achievement in the battle of Bastogne, Belgium." Making the presentation was Maj. Gen. Robert W. Grow, commanding general of his division.

Capt. Jameson, who enlisted in the National Guard as a private in 1940, was commissioned a lieutenant at Camp Edwards less than three months after being called to duty in January, 1941.

THIS OFFICIAL U. S. Army Signal Corps picture shows Capt. Winthrop S. Jameson, husband of Mary Jameson, "G," receiving the Bronze Star Medal from Maj. Gen. Robert W. Grow.

PAUL SADLER
NASHUA
NEW HAMPSHIRE

March 29th, 1945

Mr. Jay R. Benton,
160 Congress St.,
Boston, Mass.

Dear Jay:

Confirming my conversation with you of even date, in which you were most gracious to make an appointment for Mr. Roger Osgood and Mr. Harry Stocker for Friday morning, April 6th, at 11:30 A.M.

Mr. Osgood and Mr. Stocker, I assure you, will be in your office at that time.

Thanking you and I send my sincere personal regards.

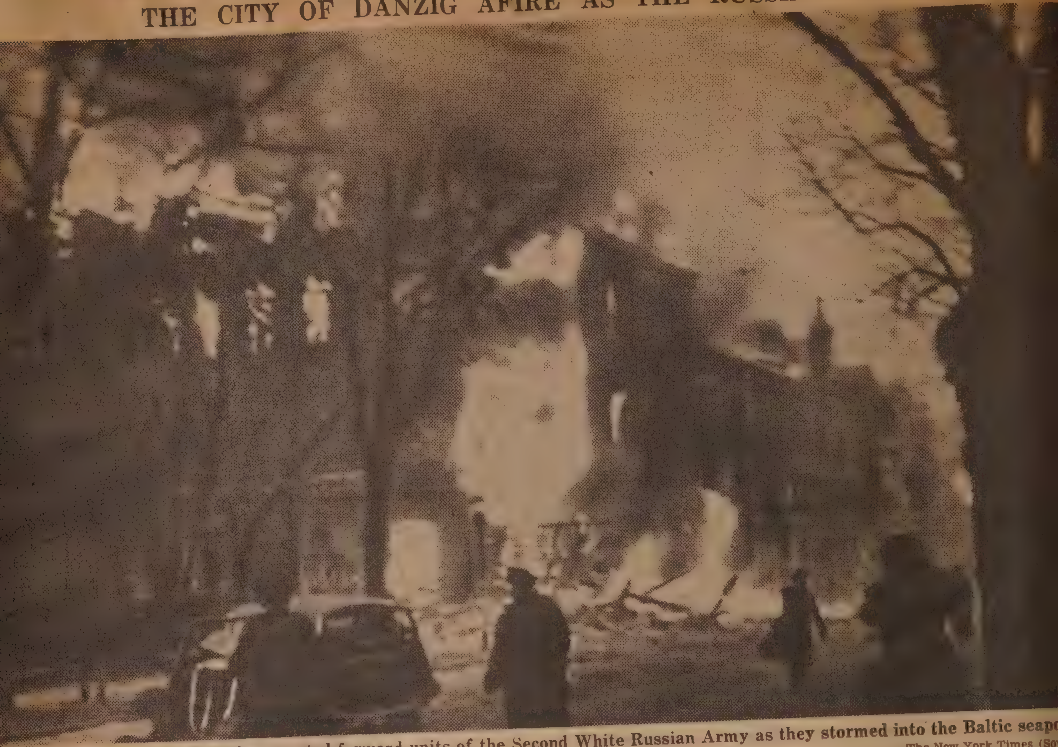
Very truly yours,

Paul Sadler

PS:n

PAUL SADLER

THE CITY OF DANZIG AFIRE AS THE RUSSIANS ENTER



This was the sight that greeted forward units of the Second White Russian Army as they stormed into the Baltic seap

The New York Times (So

Winthrop L. Chenery School
BELMONT, MASSACHUSETTS
BELMONT 2977

vian A. Dingley, *Principal*

April 6, 1945

Mr. Jay R. Benton
3 Pequosset Road
Belmont, Massachusetts

My dear Mr. Benton:

Thank you for telling me that Miss Luard at the library would help me to locate the slides of Belmont, formerly owned by the Reverend Mr. Foote. Since the slides were left with the stipulation that they were to be used only at the library, I think it unwise to accept their offer to lend them to me. I appreciate deeply their courtesy but I think I should not accept the responsibility of borrowing them. Miss Luard and I hope it may be possible to have some slides made so that the schools may have a set for use in studying the early history of our community. I shall suggest that a sum from our Visual Aids appropriation be used for this purpose if Miss Luard finds that it is possible to have duplicate slides made.

The early history of Belmont is of great interest to the schools and we hope that our Miss Alice Barrett will have time to write something of its early history for the use of the schools.

Very truly yours

Vivian A. Dingley

Vivian A. Dingley
Principal

vad/bfb

and Pres. Spencer of the First - At 4
o'clock, over to the Chamber of
Commerce - Meeting of Committee
to lay plans for the Remedy.
Luncheon - there - Alden Brett, Dan.
Bloomfield, Wm J. MacDonald,
John C. Dowd, Charles E. Lee, & Hank"
Brown. a long matter - much detail.
Back to the office at 6. and then
home all the way on the cars -
Tough going - Feeling tired and sick
on arriving home, went right up
to bed - Had a scotch highball -
and at 7.15 Dinner. Black Bean Soup.
Broiled Mackerel. French Fried Potatoes
Sliced cucumbers - Sliced Tomatoes. Green
Peas. Roll - milk. Fruit Cup.
At 8.30 came a special delivery letter
saying that David, Jeanne and the
Baby are coming up Sunday
instead of next Thursday.

GUAM, April 7 (AP)—Six Japanese warships, including their larg remaining battleship—the 45,000-ton Yamato, and 391 enemy planes we destroyed in a two-day battle between planes and surface units of the t fleets yesterday and today, only 50 miles from Japan, Fleet Adm. Chest W. Nimitz announced.

Saturday, April 7th 1945

The cold is going strong today so in bed for me in order to get rid of it. Aspirin, nose drops, cough medicine— Jane Brought up my breakfast at 8-45 Orange juice - Ralston's - Mackerel - Roll - Iced Coffee. The "Herald" came late and John went out and got the other Boston papers for me. I just read all morning and dozed now and then. Frances was running around shopping and then arranged Peter & Nicholas' Room as a nursery preparatory to the Baby's arrival. Luncheon upstairs at 2 - Cold Boiled Lobster Romillade. Sliced Tomato - Turkey Croquette - Tomato & Worcestershire Sauce - Toasted English Muffin - Milk. Grapefruit with Sherry + Snoozed part of the afternoon and read a little bit + Had a late snack supper - prepared by Frances. The girls being out. Escalloped Ham & Eggs - Sliced Bananas. Milk -

104 Belmont St
Watertown

8th Ap. 1945

M. Benton
Dear Sir.

I am sorry to inform you that I shall not be able to attend to any outside work. this spring. on account of my stomach. I have been troubled with ulcers. for the past while. and as soon as I start to do heavy work it makes them worse. so I will have to take it easy for awhile. I thank you for. your work in the past and I hope. as soon as I can get some help. to again be able to attend to your. grounds

Thanking you.

I am yours truly
Alfred Scott

April 12, 1945

Mr. Alfred Scott
734 Belmont Street
Watertown 72, Mass.

Dear Mr. Scott:

I received your note and was indeed truly sorry to learn that you have not been feeling well. Mrs. Benton joins me in sending you our best regards and wishes for your prompt and complete recovery.

We appreciate so much the long and faithful service you have given us in keeping our place in such fine shape for so many years, and trust that the day will soon come when you will be able to resume your visits to 3 Pequossette Road. You will write us beforehand so that we may make arrangements with whomsoever we are able to find to carry on for us temporarily.

Sincerely yours,

Jay P. Benton

JRB:BCC

CAMP BLANDING, FLA.

AP. 8, 1945

[illegible],

[illegible]

[illegible]

[illegible]

[illegible]

Last Wednesday [illegible] and myself

were called out of company formation

to go down to the personnel

office to fill in a small paper

giving name, address, number

of weeks training and [illegible]

[illegible]

[illegible] you the only [illegible]

was quite mysterious, and [illegible]

asked what it was [illegible]

couldn't [illegible]

[illegible] definite

[illegible] chosen from most

of the company, [illegible] will be sent

out of [illegible]

[illegible] was [illegible]

interest and [illegible]

dangerous [illegible]

It always comes in [illegible]

week of training [illegible]

dangerous [illegible] the night [illegible]

[illegible]

[illegible]

[illegible] — could have put [illegible]

[illegible]

Dover [illegible]

We [illegible] two [illegible]

[illegible]

[illegible] eight [illegible]

[illegible]

[illegible] to [illegible]

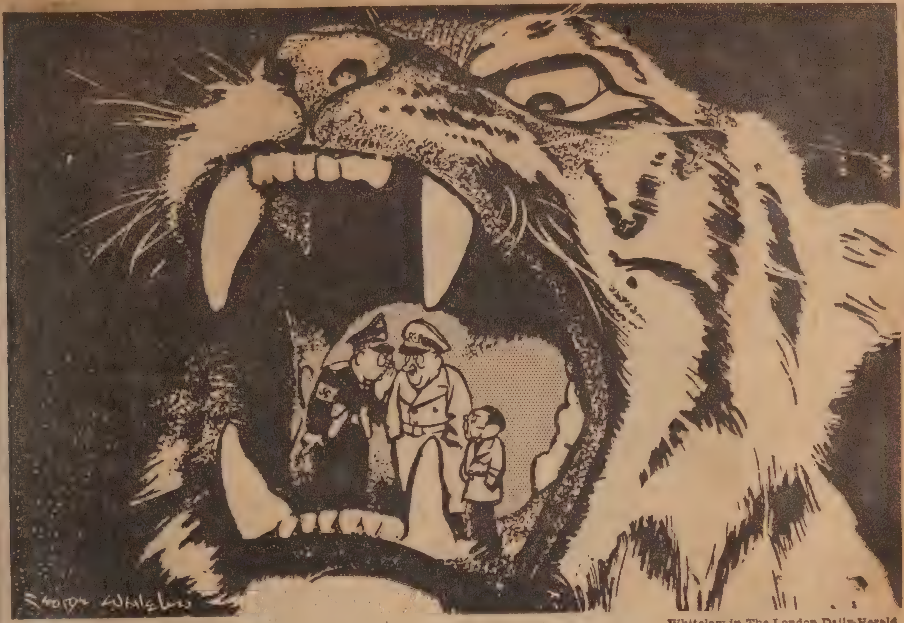
[illegible]

[illegible]

[illegible]

AP. 8. '45

"I THINK WE'RE BEING SWALLOWED!"



Whitelaw in The London Daily Herald

(1) Blitz in the West

Fifteen days ago General Eisenhower launched his "victory offensive" in the west. His objective, the basic objective in any war, was to destroy the foe facing him—fifty to sixty Wehrmacht divisions. His strategy was break-through and encirclement, pouring his armies across the Rhine at many points, sending them on in multiple drives to cut Germany into a series of pockets.

Today these things have been accomplished:

Approximately 20,000 *square miles of Germany east of the Rhine have been overrun.*

The rest of the Reich has been cut practically in two by a wedge driving to the mountains of western Czechoslovakia.

American forces are within 175 *miles of the Russian front.*

The Ruhr has been knocked out as an arsenal and turned into a trap for perhaps 150,000 *Nazi troops.*

The Netherlands is being turned into a pocket containing an estimated 60,000 *more.*

More than 300,000 *of the enemy have been taken prisoner; perhaps another* 50,000 *killed and wounded.*

Lt. and Mrs. David Benton and their five-weeks-old daughter, Leslie Frances, arrived from Arlington, New Jersey, on Sunday to spend ten days with Mr. and Mrs. Jay R. Benton of 3 Pequossette road.

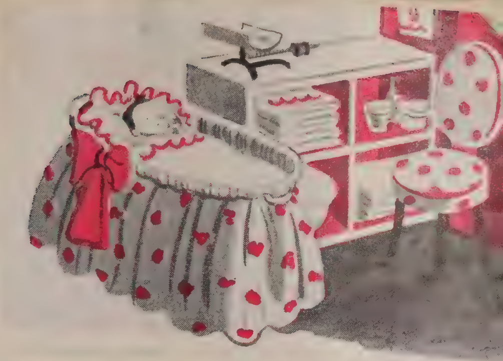
. . . LT. and MRS. DAVID BENTON and their five-week old daughter, Leslie Frances Benton, are spending ten days with MR. and MRS. JAY R. BENTON of 3 Pequossette road. The young airman and his family arrived last Sunday from Arlington, N. J.

AP. 8. 1945

JEANNE AND DAVID

AP. 8, 1945

DAVID, JEANNE, AND THE BABY COME TO BELMONT!!



Sunday, April 8th 1945

My cold is still with me and so it was breakfast in bed, reading the Sunday papers and did not get up until one o'clock — shaved and dressed — downstairs — loaded the movie camera and made a title. John and Mary drove into the Back Bay station — to get David, Jeanne and the Baby! They reached our house at 3.30 and from then on the excitement was intense! A late dinner — Sirloin steak — what a time and what happiness — to bed early —

Monday, April 9th 1945

Woke up early and my cold is still raging in all parts of my body—but still I have so much to do I must get up and go to town. For breakfast—orange juice—wheat germ—fried eggs & Bacon—Toasted English Muffin & Iced Coffee—Frances stayed home in order to see the Baby have its morning Bath—so I to town on the cars. a Busy day—a hundred and one details in connection with the Kennedy Dinner—out to lunch at 12.30 with Everett Crane. Looking at silver Mugs at Long's, Smith—Patterson's, Jordan's, Reed Shreve, Crump & Lows—to the Cafe Rouge but the Place packed. so to Child's—Mushrooms Saute on Toast. Green Peas. Lettuce & Tomato Salad Russian Dressing—Roll-Butter Hot Coffee—Grapefruit—to Eastern Air Lines inquiring about tickets from Jacksonville for

April 9, 1945

Dear Nicholas:

When I was out this noon I walked up to the Hotel Statler to the intown office of the Eastern Air Lines getting preliminary information about your being able to fly back from Jacksonville to Boston. The fare from Boston to Jacksonville is $64.20 and I will be glad to contribute $35 towards this.

Under separate cover, I am mailing you air mail the timetable, and on page 2 you will see, circled, the flights to Boston from Jacksonville. Light type indicates A.M. time and the dark type indicates P.M. time. From that you will see that

one plane leaves at 11:20 A.M. and gets to Boston at 7:25 P.M.;
another plane leaves at 11:05 P.M. and gets to Boston at 6:40 A.M.;
another plane leaves at 12:20 A.M. and gets to Boston at 8:00 A.M.;
another plane leaves at 2:15 A.M. and gets to Boston at 9:15 A.M.

They said at the Boston office the best thing for you to do the next time you go to Jacksonville is to go to their office there, which is at 304 West Adams Street -- telephone is Jacksonville 5-7260. I do not know as you can tell definitely when you can get away on your furlough but they said you should make your reservation as early as possible as the seats are being taken up on this Florida run. They also said that under certain circumstances you, as a soldier, can obtain a priority, but you can talk this over with your superior officers at Camp Blanding.

JRB:BCC

WAVERLEY CO-OPERATIVE BANK

Belmont, Mass., March 31, 1945.

Dear Sir:

The regular meeting of the Board of Directors will be held at the Bank on Monday evening,

April 9, 1945.

at 8 p. m.

It is hoped that you will be able to be present.

Respectfully yours,
WALTER E. BORIGHT,
Treasurer.

Had To Pass This up.

HARVARD

COUNCIL OFFICERS

Chairman
ROGER WOLCOTT, '99, LL.B. '02
Vice-Chairman
CLARENCE B. RANDALL, '12, LL.B. '15
Executive Secretary
DAVID T. W. McCORD, '21, A.M. '22

Wadsworth House as of 1840

FUND

1908 Class Agent

JOHN RICHARDSON
50 Federal Street, Boston 10

1908's Standing
Numbers

1926	108	Fourth
1927	185	Second
1928	164	Fifth
1929	169	Fourth
1930	216	Fourth
1931	218	Fourth
1932	193	Eighth
1933	471	25th Yr.
1934	240	Second
1935	251	Second
1936	318	FIRST
1937	285	Third
1938	288	Fourth
1939	287	Fourth
1940	318	Second
1941	307	Third
1942	295	Third
1943	321	Fourth
1944	332	Fifth

1908 in 1944

43	gave	$1
61	"	2-4
80	"	5
148	"	10 & over

9 April 1945

Dear Jay -

The College is doing a fine war job. In addition, Mr. Conant is considering what Harvard can do for the returning veteran, how the College is "to advance learning and perpetuate it to posterity" as provided in its charter, and whether the present elective system results in a sound general education.

He wants and needs our support -- our backing more than our money.

Last year 1908

(1) made a new '08 record (25th year excepted) in number of givers -- 332;

(2) stood third in amounts contributed (among post-25th year classes).

How about "one strong heave" in 1945?

An early answer helps me mightily.

As ever,

Jack.

(1) You've been a great help.
(2) I haven't forgotten about the photo album -
(3) Good luck on the Port of Boston

Harvard Fund

Nicholas - On the way back to Long's and bought a silver mug for the Baby. Office + and more hectic work all afternoon - Left at 4.45 with Moody and Mansfield - to Allston then home - found the family out on the West Lawn - in the warm sun. A short libation then upstairs to bed - my cold still having its innings - my dinner was brought up - Jellied Consommé - Fine corn brisket - new Cabbage - Boiled Potato - Carrots - Turnip - Roll - Butter - Milk - Fruit Cup - Had to pass up tonight the Directors' meeting at the Coöperative Bank.

FOG BLANKETS ENTIRE COAST

Works Way Inland Along New England

Dense fog, caused by ocean water chilling warm air from the eastward, settled down over the entire New England coast last night, working its way inland at varying distances, the weather man reported at midnight.

It should burn off during the day today, but probably will return tonight, affecting shipping until the sun drives it away again tomorrow.

Tuesday, April 10, 1945

WAR BULLETINS

Drive On Berlin Speeded Up

The Germans are offering little or no opposition to the racing tanks. A radio correspondent says "there is nothing ahead that looks like real resistance."

Tuesday, April 10th 1945

Still feeling very poorly with my cold — for breakfast – orange juice – wheatgerm – Scrambled eggs & Bacon – French Bread Toasted – Iced Coffee + to the Square with Frances – Subway – Office – Another hectic day – out at 10.30 to the P.O. and then to Long's to leave the silver mug to be engraved – office – Got the T&I notices to the Boston Committee in the mail + Withers at Hane to lunch. To Grimaldi's on Province St – Minestrone – Breaded Veal Cutlet String Beans – Coffee. Vanilla Ice Cream + Back to the Office – At 2 – Real Estate Committee + At 3 came Wm J. MacDonald John C. Dowd – + John Giessen of the American + Laying plans for the Brochure – at 3 with MacDonald & Dowd to the C of C. Meeting with Brett, Church, Lyons, Lee, Bloomfield – Brown – details on the Kennedy Luncheon – Back to the office at 4.30 –

CAMP BLANDING, FLA.

Tuesday

AP-10-1945

Dear Folks -

Just a note - just got Easter photos - thanks alot - Rog wrote that [illegible] has got a position with Houghton Mifflin - as you can bet -

Got a 2 pound box of caramels from Chapin's mother - most thoughtful, don't you think? - Things like that go over big with me - naturally! They're delish - taste just like those caramels we used to make on Sunday nights, remem.

I've got to [illegible] - probably [illegible] [illegible]

Today was [illegible] [illegible]

[illegible] just like [illegible]!

[illegible]

[illegible] supposed [illegible]

[illegible]

[illegible] supposed [illegible] company

[illegible]

That [illegible]

[illegible]

[illegible]

[illegible]

by [illegible]

[illegible] June [illegible]

Frankie —

Got my picture letter from

Jackie [illegible] — did you send

him my address?

How about one of our good

ol' picnics with Aunt Ed & Uncle

Joe, Rogers, Watts, Henry, out to

Prospect Hill when I get home — Would

really like that! —

Must turn in now —

Love,

Nick

The Exonian

PHILLIPS EXETER ACADEMY, EXETER, N. H., WEDNESDAY, APRIL 11, 1945

Prize-Speaking Tryouts Tonight

Tryouts for the Merrill Prize Speaking Contest will be held tonight at 6.45 in the Chapel. Contestants should come prepared to read a four-minute forensic or dramatic selection, or both. Only Seniors and Upper Middlers are eligible for entry in this contest. From tonight's candidates eight boys, four for each division, will be selected and coached by Mr. John Mayher to speak in the finals to be held on Wednesday, June 6th. First prizes of $25 will be awarded to the winners of each group.

Arthur Savage was the best speaker last year in the forensic division, with Michael Forrestal winning honorable mention. Charles Garside, Jr. was last year's dramatic winner, with Nicholas Benton receiving honorable mention.

It should be emphasized that the Prize Speaking Contest offers opportunities for all Uppers and Seniors. The lists of winners down through the years show that one does not have to be an exceptional speaker to compete or to win. Judges at the eliminations this evening will probably include Messrs. Finch and Carhart of the English department and Mr. Mayher of the history department.

11 Foster Street, Worcester, Mass.

JOHN WEST

April 10, 1945.

Mr. J. R. Benton
3 Pequasset Road
Belmont, Massachusetts.

Dear Jay:-

Mattie and I appreciate your sending us the snaps you took at Leo's house; also we got the picture of Leo standing in front of the mantle with all of the other mugs. I take it that he manages to be full more than the others these days - with your kind assistance.

Seriously, we admire your versatility. From home gardening to photography is quite a range but you seem to take it all in your stride.

With kind regards from us both and many thanks for your thoughtfulness.

Sincerely yours,

John

J. W.
11 FOSTER ST.
WORCESTER

WORCESTER
APR 10
6³⁰ PM
1945
2

UNITED STATES POSTAGE
3 3
CENTS

Mr. Jay R. Benton, President
Leary Steak & Garden Association
3 Pequasset Road
Belmont, Massachusetts.

LLIAM BOOTH *Founder*
ORGE L. CARPENTER
General

Founded in 1865

The Salvation Army

INCORPORATED

PUBLIC RELATIONS DEPARTMENT
41 PEARL STREET, BOSTON 10, MASSACHUSETTS
Telephone Liberty 6937

COMMISSIONER ERNEST I. PUGM
Territorial Comm

COLONEL RICHARD F. STRETT(
Provincial Comm

ENVOY W. A. NICOL
Public Relations Sec

April 3, 1945

Hon. Jay R. Benton
Boston Mutual Life Insurance Company
160 Congress Street
Boston, Massachusetts

Dear Sir:

The Annual Meeting of the Greater Boston Advisory Board will be held on -

TUESDAY, APRIL 10, 1945
at the
PARKER HOUSE
Room Number Posted on Board
at 12:20 P. M.

In addition to election of officers there are important matters to be discussed and acted upon.

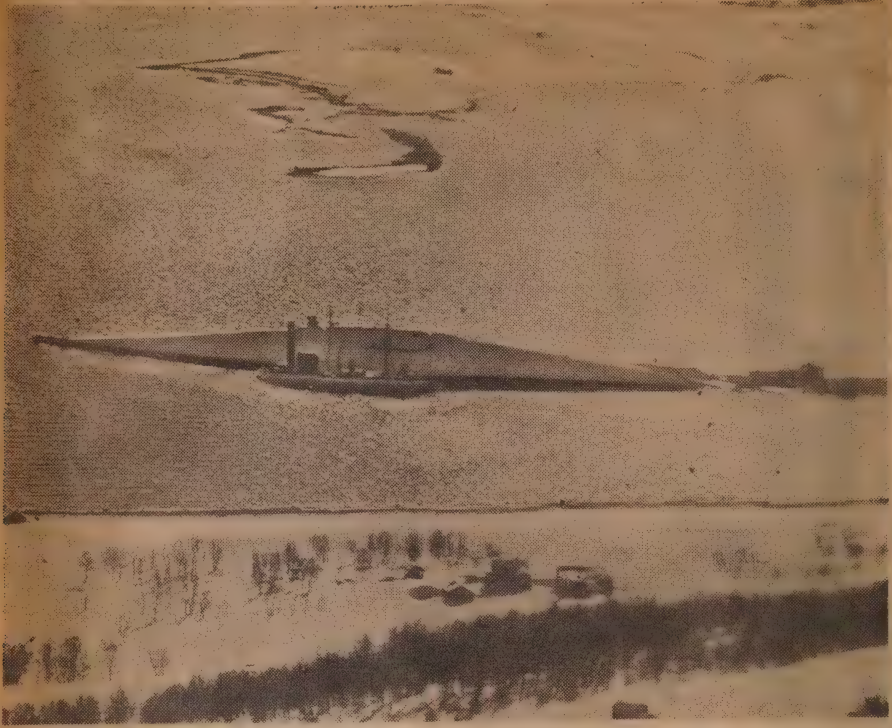
You will, I know, make a very special effort to be present. The enclosed postal card should be signed and returned promptly.

Sincerely yours,

W.A. Nicol
Secretary
Greater Boston Advisory Board

WAN:B
Enc.

A GERMAN BATTLESHIP RESTING IN A NORWAY FJORD



Reconnaissance photograph of the Tirpitz, taken more than four months after she was sunk by the RAF, shows the capsized warship as she is today.

The New York Times (British Official)

more work. Left at 5. Home all the
way on the cars. Packed + jammed.
Through the Rose Arch. Sitting on
the Lawn were France, David, and
Jeanne - Libations. In at 6.30 —
Upstairs to Bed. Dinner brought
up. Asparagus Soup. Lamb
Chop - Baked Potato. String Beans.
French Bread. Lettuce + Tomato.
Salad + Milk. - Cup Custard - Banana
Strips - John in Bed with a cold +

Summer 'Heat' Gets 'Em Down; 71 Degrees Prostrates Three

Although Boston's maximum temperature for the day was only 71 degrees, the City Hospital reported three heat prostrations.

WAR BULLETINS

German Resistance Crumbles in West

German lines in northern and central Germany are bu
fast under the weight of the American First and Ninth a
Both forces are rolling ahead at better than a mile a
clip. The First has punched within 115 miles of Berl
Ninth within 120 miles. Ahead of both armies Germar
tance is all but crushed.

Wednesday,
April 11, 1945

Much warmer today. Orange juice - Wheat germ. Creamed chicken on toast - Iced coffee - To Tree Square with Frances - Subway office - hard at work - copy for the Boston American - Head Table Tickets started along. Over to the C of C. Out to lunch at 12.30 with Everett Lane - walked across the Common. to Charles St - to the Colonial Kitchen. Fried Sea Food Plate. Spinach. Parsnips. Iced Coffee - Apple Pie. to Long's & procured the Baby's Silver Mug now engraved. to Liggett's for Sucrets - Back to the office - Work - at 3. over to the C of C. another meeting on Kennedy Luncheon - Brett, Bloomfield, Hank Brown, Church, Louis Lyons, Lee. over at 3.30 Back to the office - Left at 4.45 with Moody & Mansfield - to Allston - a stop at Griffin's - Home. Out on the lawn. Beautiful. Ted Foster came out to have dinner with David & Jeanne. Hamburg Patties. Mushroom Sauce. Spaghetti - Mary out to dinner - to bed early.

GREATER BOSTON DEVELOPMENT COMMITTEE
80 FEDERAL STREET, BOSTON 10, MASSACHUSETTS
Telephone Hancock 1250
Action Today to Achieve the Boston of Tomorrow

April 9, 1945

To the Members of the
Executive Committee:

There will be an important meeting of this Committee in the Directors Room of the Boston Chamber of Commerce next Thursday, April 12, at 3 P.M. Your prompt attendance is requested.

Very truly yours,

Charles E Lee

MER

Charles E. Lee, Secretary

TIME
THE WEEKLY NEWSMAGAZINE

ADVERTISING DEPARTMENT
BOSTON OFFICE
STATLER BUILDING

April 9, 1945

Mr. Jay R. Benton, President
Boston Mutual Life Insurance Co.
160 Congress Street
Boston, Mass.

Dear Jay:

We are having a small dinner party for our Publisher, Mr. Pierrie I. Prentice, Thursday, April 12, at the Algonquin Club. We will meet for cocktails about six.

I would like very much to have you join us. We will have a group of about eleven or twelve people - most of whom you know and several of whom are on your committee.

Sincerely yours,

Bill
W. J. McDONALD.
New England Manager

WJM/D

TIME
THE WEEKLY NEWSMAGAZINE

TIME & LIFE BUILDING
ROCKEFELLER CENTER
NEW YORK 20

PUBLISHER'S OFFICE

April 19, 1945

Dear Mr. Benton:

This is just to tell you again how very much I appreciated your devoting last Wednesday evening to helping me to a better understanding of what is going on in New England and what is likely to develop there after the war.

I must say I was very glad to be able to come away from Boston with a much more encouraging picture than I had before.

I am only sorry I did not get around earlier in the evening to asking you to tell me more about the work and plans of the Greater Boston Development Committee. This strikes me as a particularly significant and worthwhile undertaking, and I shall be very much interested in following your further progress.

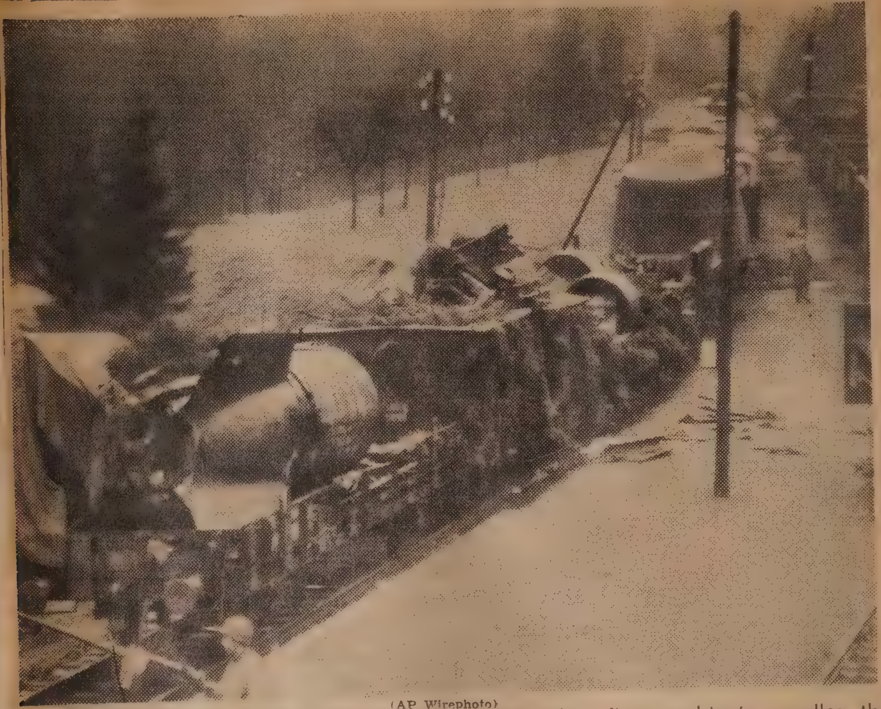
Cordially,

P. I. PRENTICE,
Publisher

P/T

Mr. Jay R. Benton
Boston Mutual Life Insurance Co.
Boston, Mass.

THE BOSTON HERALD, THURSDAY, APRIL 12, 19



(AP Wirephoto)

YANKS CAPTURE V-2 ROCKETS INTACT—Still in their flat car shipping cradles, the German V-2s were seized by First Army forces advancing into Bromskirchen, Germany.

TODAY'S HONOR ROLL

Franklin D. Roosevelt

Commander-in-Chief

WASHINGTON, April 12—Franklin Delano Roosevelt, War President of the United States and the only Chief Executive in history who was chosen for more than two terms, died suddenly and unexpectedly at 4:35 o'clock P. M. today at Warm Springs, Ga., and the White House announced his death at 5:14 o'clock. He was 63.

The President, stricken by a cerebral hemorrhage, passed from unconsciousness to death on the eighty-third day of his fourth term and in an hour of high triumph. The armies and fleets under his direction as Commander-in-Chief were at the gates of Berlin and the shores of Japan's home islands as Mr. Roosevelt died, and the cause he represented and led was nearing the conclusive phase of success.

Thursday.
April 12th 1945

I first heard the tragic news as I was entering the elevator at the Algonquin Club - from Henry P. Kendall. it was five minutes past six. This was an exceedingly busy day and the weather was hot.

Today was the hottest for this date in the history of the Boston Weather Bureau and, in the afternoon, approached the record for the month. This afternoon the mercury went high into the eighties. The record for the month of April here was 89 degrees, established April 28, 1936. The previous record for April 12 was only 69 degrees in 1938. It had reached that point before 10:30 A. M. today.

For breakfast I had orange juice wheat germ - Poached egg on Toast - Iced coffee - to the Square with Frances. Subway and office At 11.30 went down to the South Station - met David and then saw Frank J. Wall, vice Pres. of the New Haven. This about locating David's long over due - Army Air Bag - He called in a Mr. Grimes. In a few minutes it was found at the Back Bay Station. Quick Work. Then I took a taxi to the Hotel Statler. Attended as a head table guest - Luncheon of the Boston Life Underwriters Association - Over at 2. Subway Back to

BOSTON NEWS BUREAU

WAR BULLETINS

Americans Bear Down On Berlin

The war in western Europe is drawing to a thundering climax. Three American armies are on the rampage down the homestretch.

the office - at 3 over to the Chamber of Commerce - Presided over another meeting of the Executive Committee of the Greater Boston Development Committee. Back to the office at 4. Left at 5.15 - a shine at Peter DeSimone's - Subway to Copley - then to Algonquin Club - to attend small dinner to Pierre Prentiss, Publisher of Time - on hand were Gov. Tobin, former Gov ELY, Tommy Carens, Mike Kelleher, Paul Clark, Henry Kendall, Laurence Munch, Frederick Blackall, Dudley Harmon, Ed Larner, Bob. Choate, and Bill MacDonald, the host. A real good time - and home all the way on the cars and to Bed late.

BOSTON UNIVERSITY
ALUMNI ASSOCIATION
~~20 BEACON STREET~~
~~BOSTON, MASSACHUSETTS~~
178 NEWBURY STREET
BOSTON 16, MASSACHUSETTS

April 12, 1945

Mr. Jay R. Benton, President
Boston Mutual Life Insurance Company
160 Congress Street
Boston, Massachusetts

Dear Mr. Benton:

Although we regret the fact that, at the present time, you feel unable to be a candidate for Vice-president on the Executive Board of the Alumni Association, due to your busy life, we do appreciate your position.

We have been successful in obtaining a candidate to fill your place and hope that sometime in the future we may, once again, have you with us.

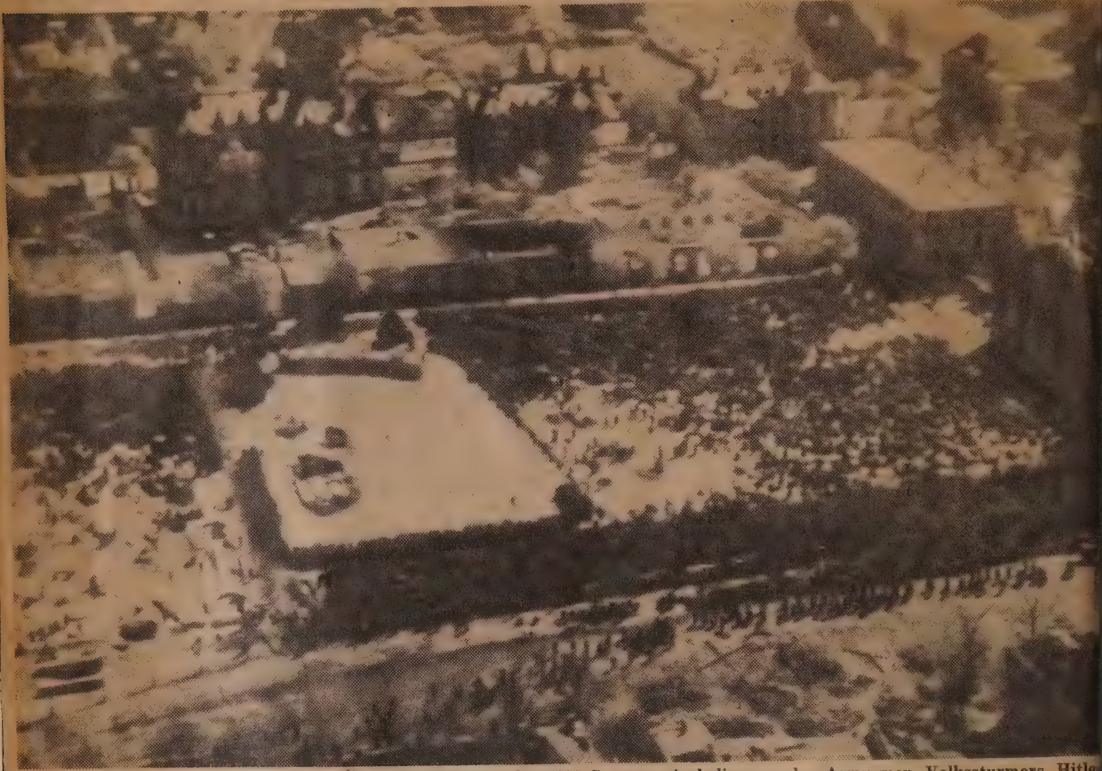
Sincerely,

Dorothy E. Smith

(Mrs.)Dorothy E. Smith, Secretary

DES

As the Allies Move Closer to Berlin in Their



An Army plane flies over a German town square in which 24,000 Germans, including regular Army men, Volkssturmers, Hitle
policemen, all ranging in age from 14 to 62, are massed behind the lines after their capture by the American Seventh Army.

The New York Times (U. S. Signal Corps

Wind to Temper Heat on Coast

Sea breezes are expected to keep the temperatures in Boston and along the shore line from rising above 75 degrees today, the weather bureau reported, meanwhile, most inland communities will experience a repetition of yesterday's heat, when the therometer touched 85.

Throughout New England continued warm and fair weather was scheduled for today. Tomorrow's forecast calls for more mild weather, but with increased cloudiness and the possibility of scattered showers.

Friday, April 13th 1945

Up betimes and for breakfast orange juice - wheat germ - Broiled schrod. Toast - Iced Coffee - to the Square with Frances. Subway - office. - Everett Lane out again ill - Hard at work all morning - out to lunch at 12.30 - to Steuben's - Consomme Garni Breaded Veal Chop. String Beans - Grapefruit - Iced coffee. to Kelly's and bought a couple of Ampico Rolls - "Rum & Coca Cola" and "I'll Walk alone" - to Liggetts for a Bottle of medicine - Office - Work - at 3.30 over to Lee's office - with him Alden Brett & Dan. Bloomfield on details of Kennedy Luncheon. Back to the office. Left at 4.45 with Moody and Mansfield to Allston - then home. The Front Porch. Dinner at 6:30 - then to Bed. The Motor to the Kelvinator Ice Chest Came Back today. A bit of our Barberry Hedge was Burnt today caused by a Careless match thrower.

WASHINGTON, April 14 (UP)—The body of President Roosevelt was bor through the hushed streets of the nation's capital today to receive the natio tribute.

Record Heat Wave Ends as East Wind Takes Charge Here

A record for April 14 of 81 degrees was established yesterday afternoon before the east wind set in and sent temperatures dropping steadily to an expected minimum of 45 degrees during the night.

The mercury is not expected to top the middle 50's today, according to the Weather Bureau, and the cooler weather will continue through Monday. Previous record for April 14 was 79 degrees, set in 1938.

Saturday, April 14th 1945

Slept late. Jane brought up my breakfast at 8.30 – Orange juice – Wheat germ. Scrambled eggs with tomato – toast – Iced Coffee – up at 9 and did 2 weeks testing. Downstairs at 11 and doing this and that. Had our lunch out on the porch – corn beef sandwiches and good. Rested all afternoon this morning listened to the Broadcast of the sad ceremonies in Washington also at 4 p.m. – David & Jeanne went out to dinner and John & Mary went down to Cambridge again – Frances and I had dinner together – lobster newburg + The Baby Leslie has gained 12½ ounces since she has been here.

CAMP BLANDING, FLA.

Saturday Nite
AP. 14. 1945

Dear Mom & Dad—

Here's the lowdown on my furlough coming up - thanks for the time information but I now find it is of little use - However, our company, hold your breath, has been assigned to Fort Ord, a port of embarkation for the South Pacific, and unless orders are changed that is where I'm headed— [illegible] [illegible] though - I must get from home $75 for my ticket to Boston and from Boston to Ord - the entire fare will be about $89 but I'll get one more pay before I leave here - However within 48 hours after I'm at Ord

I'm refunded my money - 3¢ a mile and I should, said the sergeant, make a $10 profit over what I pay out - so I will write you shortly (within 2½ weeks) to wire me $15 and, of course, I shall, by all means, see that this amount is refunded to you from Ord. I hope you've noticed that I've never written home for money - some sort of a Benton record - I've worked other guys' fatigues many times to earn a little money - consequently I shan't start now without knowing that you'll get every cent back. Sort of keeping the books clear, so to speak -- If the orders change and I'm not sent to Ord, which is unlikely, the situation remains the same but for less money (Ord being way out in Calif.).

Here is something that will surprise you - I have to ride by troop train all the way to the key city (in this case it's Cincinatti), then on to Boston by some train - it is just

that the route for this trip goes this way.
As I understand it I'll get 22 days
including ~~less~~ traveling time. Traveling
should be no more than 8½ days,
giving me about 2 weeks home, which
would be great, n'est-ce pas.

You'll find enclosed an invitation
which I made out — it fully explains
the one thing I want during furlough —
and it is to invite entire cast of [illegible]
Rounds" to buffet supper — I reason;
many are too distant and are in
service and can not come but
if 15 to 20 come it will be swell and the
others will be pleased to have
at least been remembered — anyway,
I hope you won't mind and I need
[illegible] a party day and arrange all
things in good style. I would like
to have invitations made (on any
cheap paper) with lines cut on outside
as shown - I'll do the printing, as
also shown - I've asked Ronald to
take care of R.S.V.P.'s because he'll

be able to find lodgings for any of the boys who can get down from [illegible]. And you'll [illegible] in [illegible] time and [illegible]

[illegible] 50 of these plain pieces of paper with house cut on front shouldn't cost too much and would appreciate it if you could get them to me in about a week or so - mailing me to send them all out "free" on the govt. Also send the bill for these invitations, and I'll see that you get the money at once —

For the next two weeks I'll be out on bivouac with all Florida's snakes + bugs — John can tell you what it's like — so for two weeks I'll have plenty of time in the evenings (not a movie or coke in sight — ha!) to send out these invitations -

Hope you can do all these things for me — they mean alot — [illegible] to be home by the 9th [illegible]

Love,

Dick

P.S. Are my [illegible] at the house?

The New England Alumni Association
of The Phillips Exeter Academy

Officers 1943-1944

ROYAL W. LEITH, '08, PRESIDENT
30 STATE STREET, BOSTON, MASS.

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HON. PETER WOODBURY, '20
MILAN A. HEATH, '23

April 4, 1945

r. Jay R. Benton
60 Congress Street
oston, Massachusetts

ear Jay:-

You should receive in this morning's mail a letter regarding he Concert of the New England Preparatory School Festive Chorus to be held t Symphony Hall on Saturday, April 14th at 8:15 P.M., in which the Academy lee Club will have an important part.

Dr. Perry has expressed his great interest in this Concert, nd has asked me to make sure that the alumni in Boston know about it and ass the information on to their friends. I hope that you will make every endeavor to be present. If you have not already received the letter which has een sent out about this Concert, together with the ticket blank, please let e know.

Sincerely yours,

Roy

L:MMC

Congratulations on your talk before
e hand club — I'm glad that affair the
evelopment — is in strong & capable hands.

THE NEW ENGLAND ALUMNI ASSOCIATION
of the
PHILLIPS EXETER ACADEMY

Royal W. Leith, '08, President
30 State Street, Boston

To Exeter Alumni and Friends:—

Dr. Perry tells me that our Academy Glee Club, coached by Mr. Alfred A. Finch, Director of Music, is the finest in the history of the Old School. Fortunately, we shall have an opportunity to hear it on **Saturday, April 14th at 8:15 P.M.** in Symphony Hall, Boston. The Glee Club, combined with the Clubs of other schools in this vicinity, will offer a musical program in the name of the New England Preparatory School Festive Chorus.

This Chorus is composed of the Glee Clubs of Exeter, Andover, Milton and Dummer Academies, the Beaver Country Day School, Dana Hall Schools, Walnut Hill School and the New England Conservatory of Music. The program will include selections by the Conservatory orchestera of seventy-five pieces, conducted by Mr. Quincy Porter, Director of the Conservatory. The Glee Clubs will sing **Mendelssohn's "Hymn of Praise,"** directed by Mr. Stanley Chapple, assisted by the orchestra. To hear these finely trained young people in this ambitious undertaking will make it an evening to be remembered. As this is a non-profit affair, each school depends upon the sale of at least 200 tickets to break even. We hope you will take advantage of this opportunity to enjoy this splendid concert.

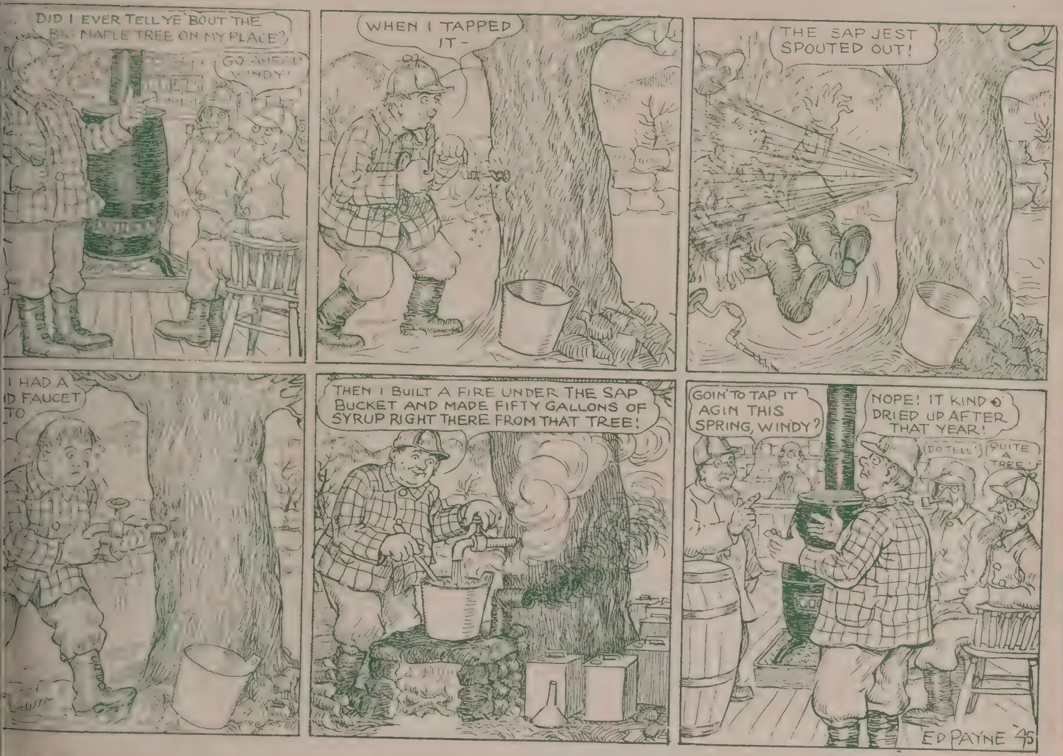
Please fill out the enclosed blank and mail in the self-addressed envelope as soon as possible. Make checks payable to The Phillips Exeter Academy.

Sincerely yours,

Royal W. Leith, '08, President

HE VERMONT ASSOCIATION OF BOSTON
46th ANNUAL SUGAR PARTY

OTEL VENDOME, BOSTON, MASS., SATURDAY EVENING, APRIL 14th, 1945


DID I EVER TELL YE 'BOUT THE BIG MAPLE TREE ON MY PLACE?
GO AHEAD WINDY!
WHEN I TAPPED IT –
THE SAP JEST SPOUTED OUT!
I HAD A
D FAUCET
TO
THEN I BUILT A FIRE UNDER THE SAP BUCKET AND MADE FIFTY GALLONS OF SYRUP RIGHT THERE FROM THAT TREE!
GOIN' TO TAP IT AGIN THIS SPRING, WINDY?
NOPE! IT KIND O' DRIED UP AFTER THAT YEAR!
DO TELL!
QUITE A TREE!
ED PAYNE '45

rtist has pictured a scene with which he was familiar as a boy and which was almost universal in the hamlets of the village general store, like the one at Plymouth Notch, where the men of the vicinity gathered in the evening he problems of the universe and to be entertained by stories like Windy's.

and Robinson of Ferrisburg, Vermont, 1833-1900, in his "Uncle Lisha's Shop" has given a delightful picture of this Vermont life with many good stories. It is worth reading.

he radio has changed all this, almost everybody has one and the people listen to Amos & Andy, Fulton Lewis, mas, and the host of other instructive or entertaining programs and do not feel the urge to gather in the store nerly did.

ne, of course, knew Windy was lying, but no one accused him of it, and he was treated with the respect due a teller.

been said that one can usually tell a Vermonter but can't tell him much. He will listen respectfully but not ust him.

ABOUT THE PARTY

ear, "dress" will be optional.

rty is as always for members of the Association and Daughters of Vermont and their families and friends.

ill of fare will be about as usual — maple syrup boiled down thick to pour on snow, sandwiches, crackers, dough-e, pickles, coffee and cider, with dancing before and after the refreshments.

Orchestra as last year. Refreshments at nine o'clock or before.

& Trades School boys will help wait on table.

will recall, the attendance last year was about all that could be accommodated and reservations should be made early. Cancellations must be received by Friday, the 13th. The expense is $2.00—and the safe way is to order a for tickets. If paid tickets cannot be used, we cheerfully refund.

The tables will seat ten (10) and parties wishing to sit together will be accommodated if possible.

Tickets may be obtained of Secretary David T. Montague, 73 Tremont Street, Boston, Lafayette 3808. Ask f Pratt.

Vermont advertising will be distributed.

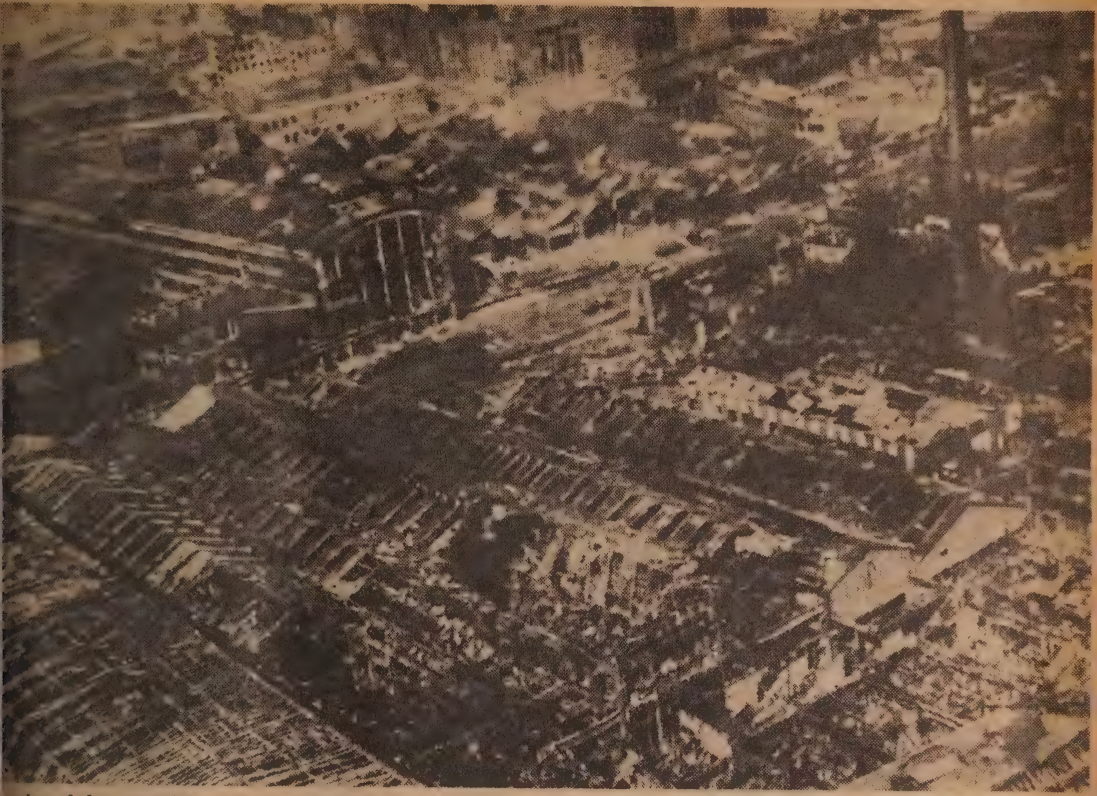
ANNUAL MEETING

The Annual Meeting of the Association will be held in a parlor of the Hotel while the tables are being cleare

By order of the Executive Committee,

HARRY R. HILL, *Presiden*
D. T. MONTAGUE, *Secreta*

EVASTATION WROUGHT BY ALLIED BOMBINGS ON THE KRUPPS WORKS



ruins of the once-mighty armament plant that was captured by the American Seventeenth Airborne Division on Tuesday

The New York Times (British Official Radiophoto)

Sat., AP. 14, 1945

Scene of 3-Alarm Belmont Blaze

FLAMES DESTROY BUILDINGS, LUMBER IN BELMONT

Neighboring Towns Help Fight Spectacular $100,000 Blaze

Associated Press Photo

$100,000 FIRE HITS BELMONT LUMBER YARD

A spectacular three-alarm fire starting in an unused coal shed destroyed the shed and three other buildings in Concord ave., Belmont, yesterday afternoon, with a loss estimated at $100,000.

The flames, enveloping the 200-foot shed, leaped to a shed in the yards of the Belmont Lumber and Cement Co., crossed to another structure containing lumber, then destroyed a fourth building on the coal company property.

The first lumber company shed to be ignited contained 1000 square feet of asphalt shingles, and huge columns of black smoke rolling up from the fire attracted a crowd of nearly 5000 persons, with traffic blocking streets for half a mile in every direction.

The extra alarms brought additional apparatus and firemen from Waltham, Watertown, Cambridge and Arlington.

The scene is close to the Belmont center shopping district, and near to the lumber yard is the Belmont Animal Hospital. Burton D. Whitestone, veterinarian was operating on a dog at the time of the fire.

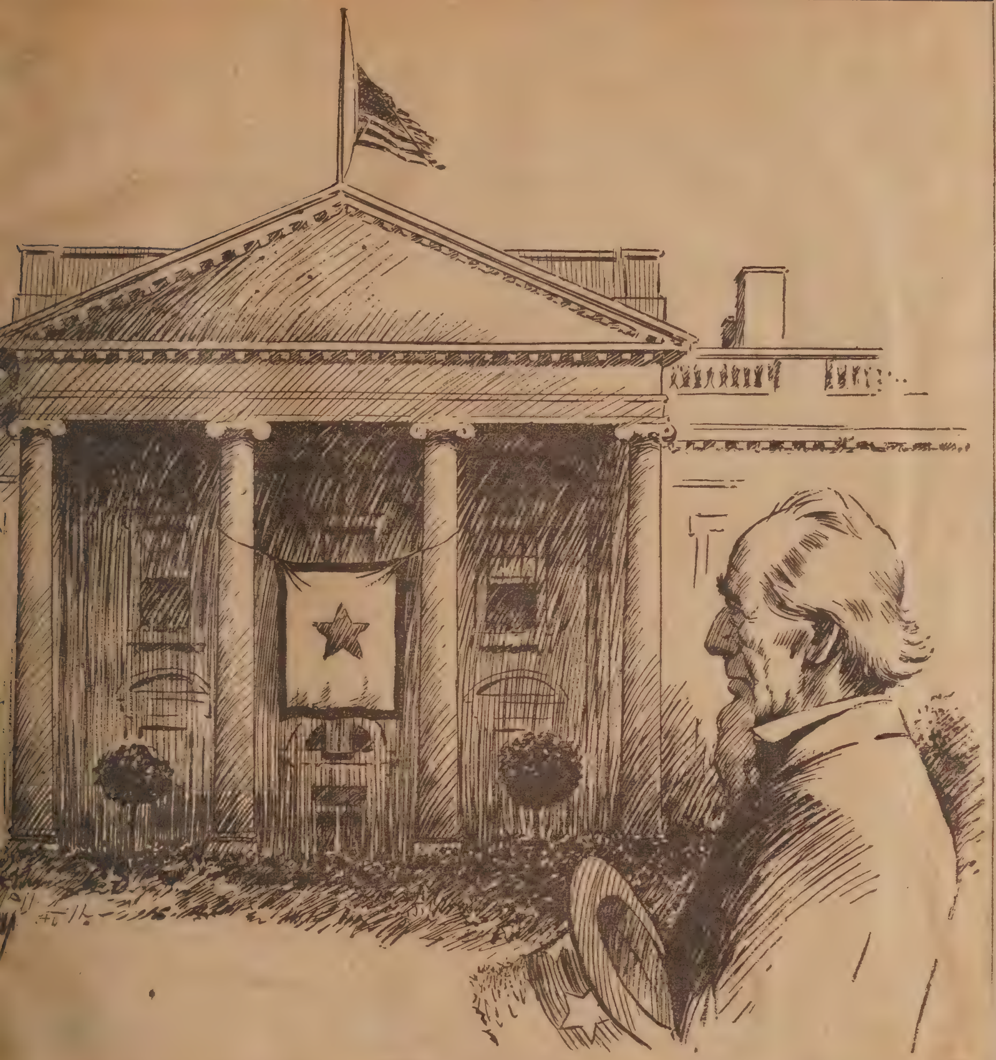
He finished, after which he and William Mooney, an assistant, removed 20 cats and dogs to parked automobiles as a precautionary measure.

The empty coal shed and one of the other buildings were formerly used by the Marcy Coal Co.

Two trucks belonging to the lumber company were saved, one in flames when it was driven out of the yard. A water curtain set up by hosemen saved much valuable lumber piled in the open.

The fire was discovered by James Robinson of Jamaica Plain, working nearby.

See picture below on Belmont fire



"THE GOLD STAR."

A Leader Dies

With Victory Close

The only limit to our realization of tomorrow will be our doubts of today. Let us move forward with strong and active faith.

Last Wednesday night Franklin Delano Roosevelt set down this testament that in the hour of military victory peace could be won. It was the theme of a radio address he planned to broadcast in celebration of Thomas Jefferson's birthday. The next day Franklin Roosevelt was dead.

(1) Franklin D. Roosevelt

The flag-covered coffin of the thirty-first President of the United States rested briefly yesterday in the East Room of the White House. In this historic room was held more than a century ago the funeral of William Henry Harrison, the first President to die in office. Here Abraham Lincoln lay in state after his assassination. Here in the days before the war Franklin D. Roosevelt had been the center of the brilliant receptions of his first Administrations.

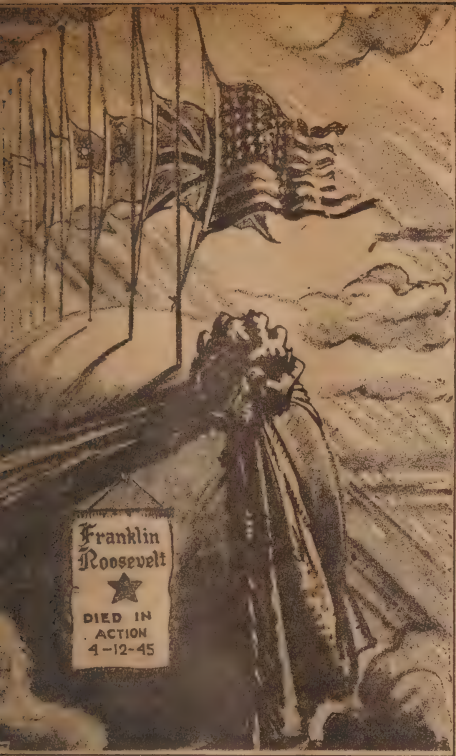
It was only two weeks ago yesterday that Franklin Roosevelt arrived at Warm Springs, Ga., for a brief holiday in which he hoped to rest in preparation for the United Nations Conference at San Francisco. Mail pouches and couriers brought him papers from Washington that kept him busy, yet he found time for relaxation and for long rides in the spring sun of the Georgia countryside. Last Thursday he posed for an artist. In the midst of the sitting he complained of head pains, collapsed, and died two hours and a half later as the result of a cerebral hemorrhage.

More than once Franklin Roosevelt said of Warm Springs: "This is my second home." The little Georgia town, with its old spa set among pine-forested hills and open fields, saw more of him than any other place outside Washington except his family estate at Hyde Park. It was at Warm Springs that he had fought his hard fight against the effects of infantile paralysis. He had helped make it a place where others could wage their fight. Thanksgiving in the pre-war years was always spent with the children and other patients there. In other seasons, too, he liked life in the simple surroundings, work in his own cottage, neighborly sessions on the pillared front porch.

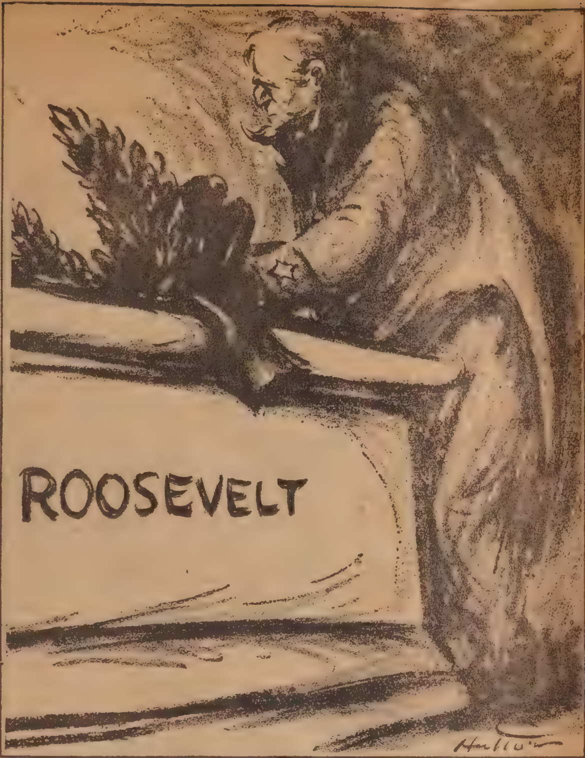
White House Ceremony

By train the body of the late President was brought to Washington for yesterday's simple funeral ceremony at the White House. The capital city in which so much history had been made during the Roosevelt years was hushed, its business adjourned, and in this solemn mood it represented the sentiment of a nation. On the Capitol the flag flew at half-staff for the seventh President of the United States to die in office.

Today Franklin Delano Roosevelt is with his ancestors at Hyde Park, N. Y., where he was born on Jan. 30, 1882. Here on the estate that he loved as man and boy, the estate to which he returned many, many times during his service as Chief Executive, is to be his grave. The spot, a grassy quarter acre in which spring flowers are now blooming and roses will later, is not far from the family mansion where once he was host to Britain's King and Queen. In the distance the Hudson flows blue to the sea and the hills mount away to the west as when Franklin Delano Roosevelt first knew them as a boy.

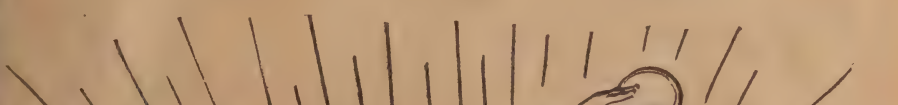

Franklin
Roosevelt
★
DIED IN
ACTION
4-12-45

Doyle in The Philadelphia Record

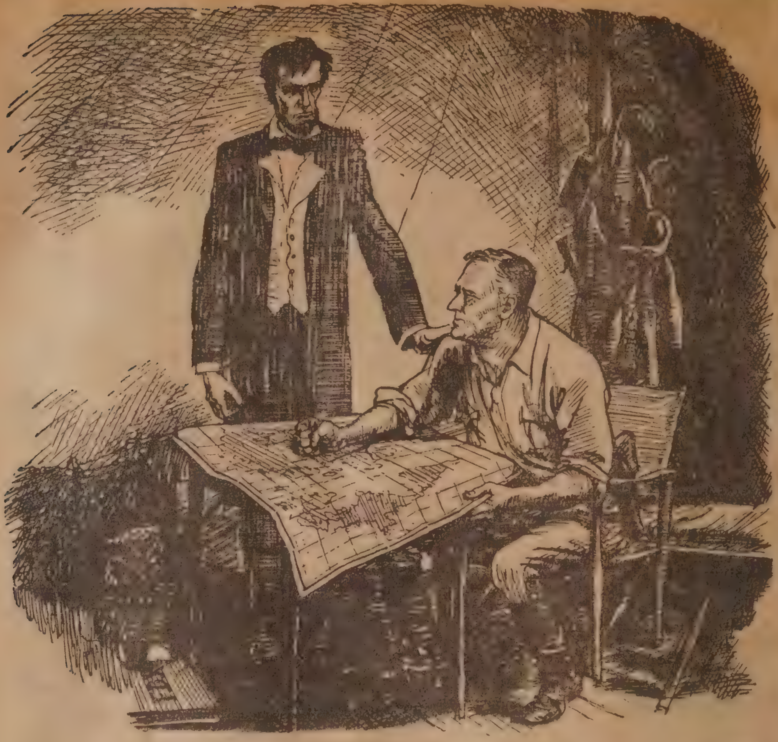


Hutton in The Philadelphia Inquirer

"THE COMMANDER IN CHIEF"



Hungerford in The Pittsburgh Post-Gazette



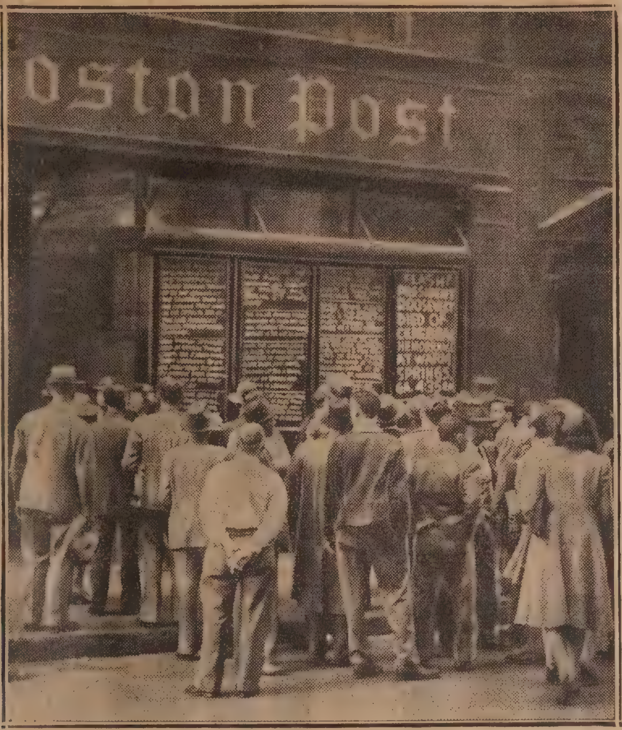
1942—"These dead . . . shall not have died in vain."

All Commercial Radio Programs Off Air Until 6 P. M. Sunday

Cancellation of all commercial radio programs until 6 P. M. tomorrow, out of respect to the memory of President Roosevelt, has prompted The Herald and The Traveler to omit publication of the usual station programs during that period.

Instead, listeners will hear special programs on all stations featuring coverage, although not direct, of today's funeral services and tomorrow's burial ceremonies.

Those programs that can be adapted are expected to be broadcast, with the names of sponsors being announced in the briefest possible way at the opening and closing of each program. There will be no light music, and all comedy programs will be omitted. Most programs will be concerned chiefly with eulogies or appropriate music.

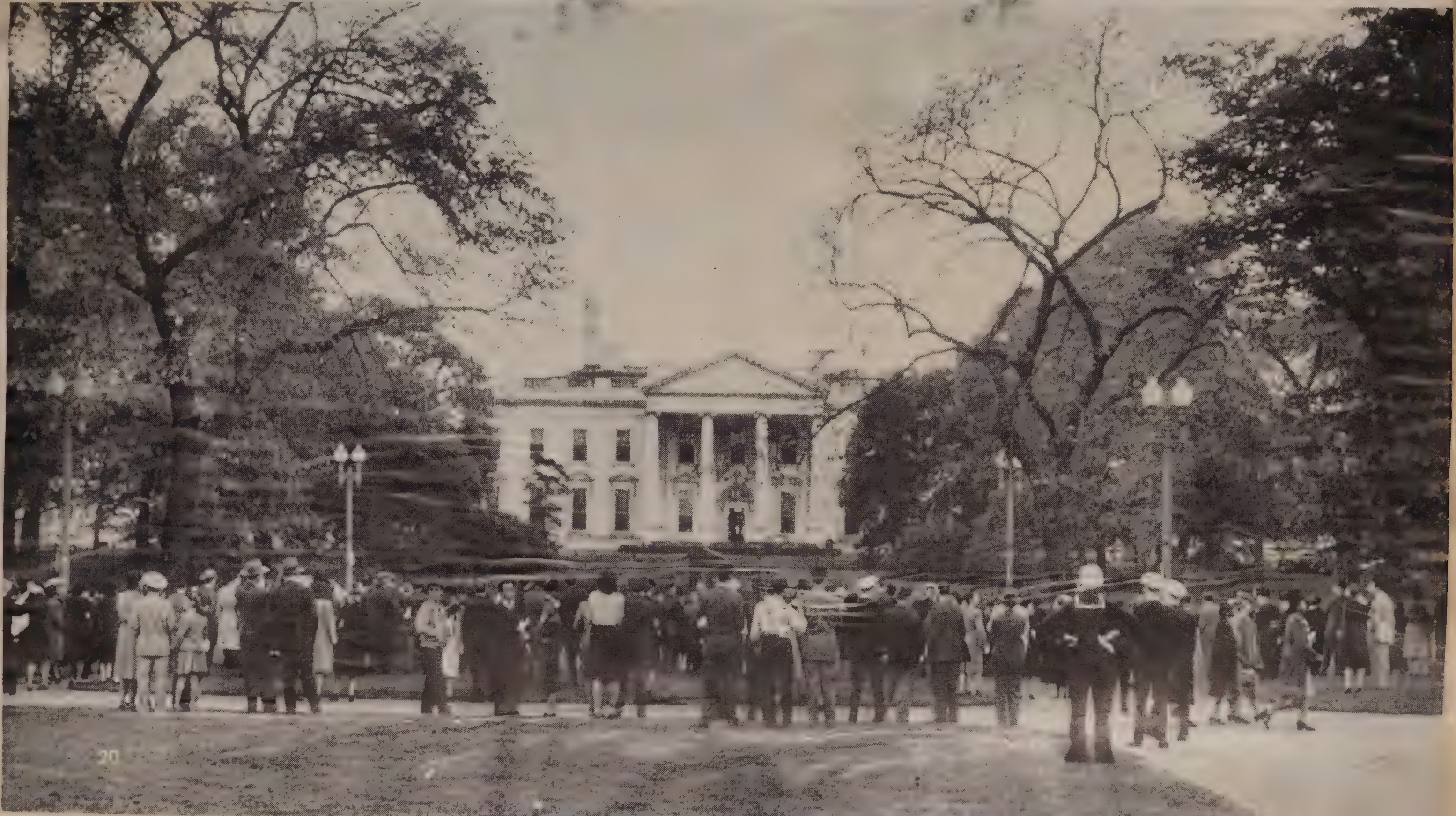


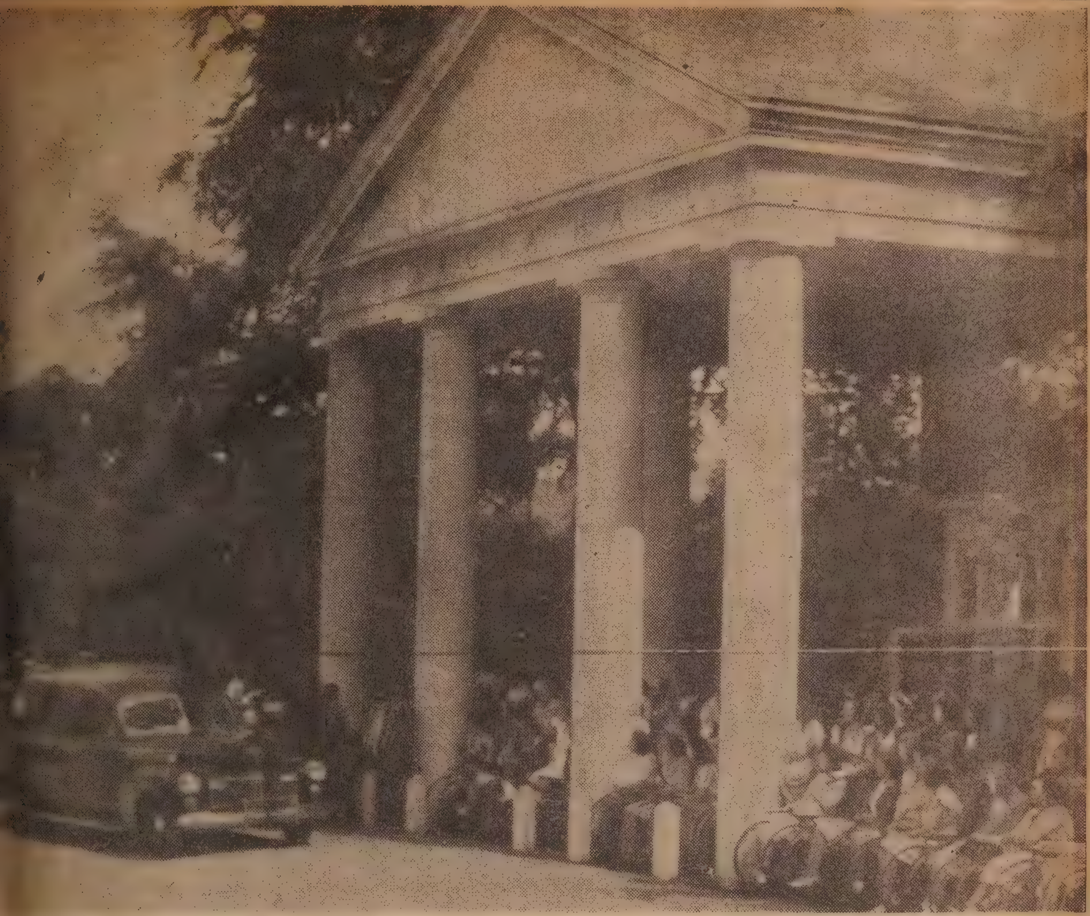
FIRST OF BULLETIN BOARD CROWDS
First group to form in front of Post bulletin board late yesterday afternoon when bulletin of President's death was put on the street.

(Photo by Leslie Jones)

STATE'S SILENT TRIBUTE—Flags on the State House were lowered to half mast yesterday on receipt of word that President Roosevelt had died at Warm Springs.

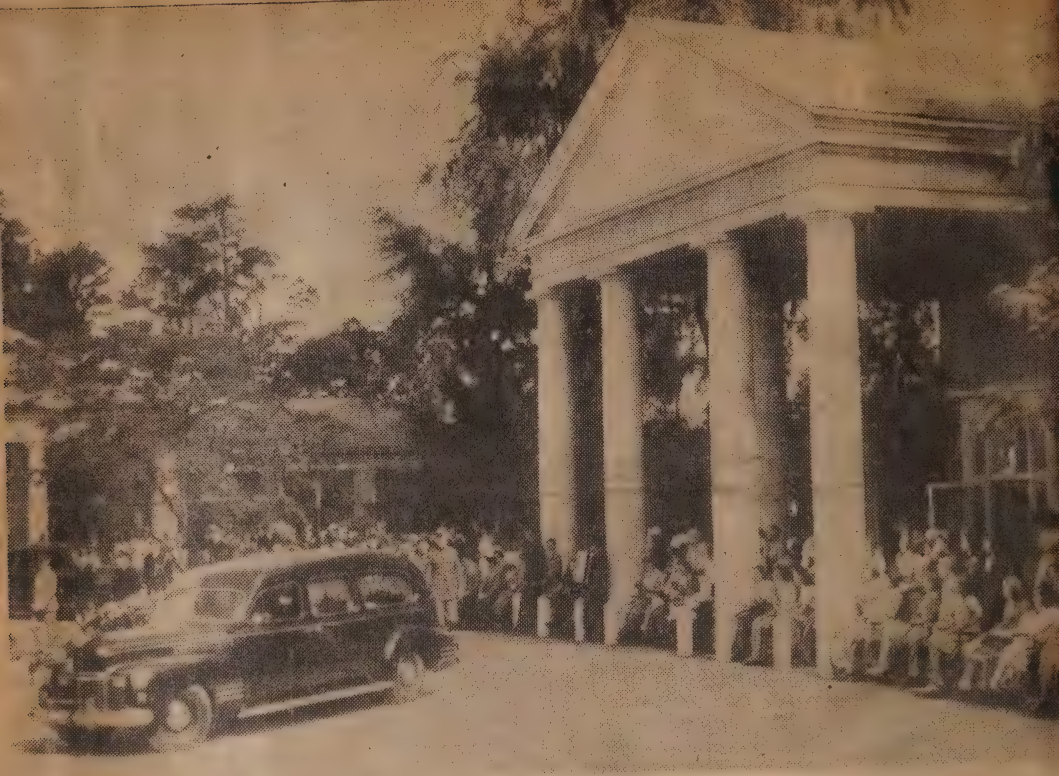
AT THE WHITE HOUSE the crowds gather after the announcement of the President's death. Quiet and sad-faced, they watched the lighted windows beneath portico. Guards kept them back from the fence which surrounds the grounds. By 7 p. m. there were 2,000 people in the little park opposite the main entrance. At midnight 1,000 still stood there.





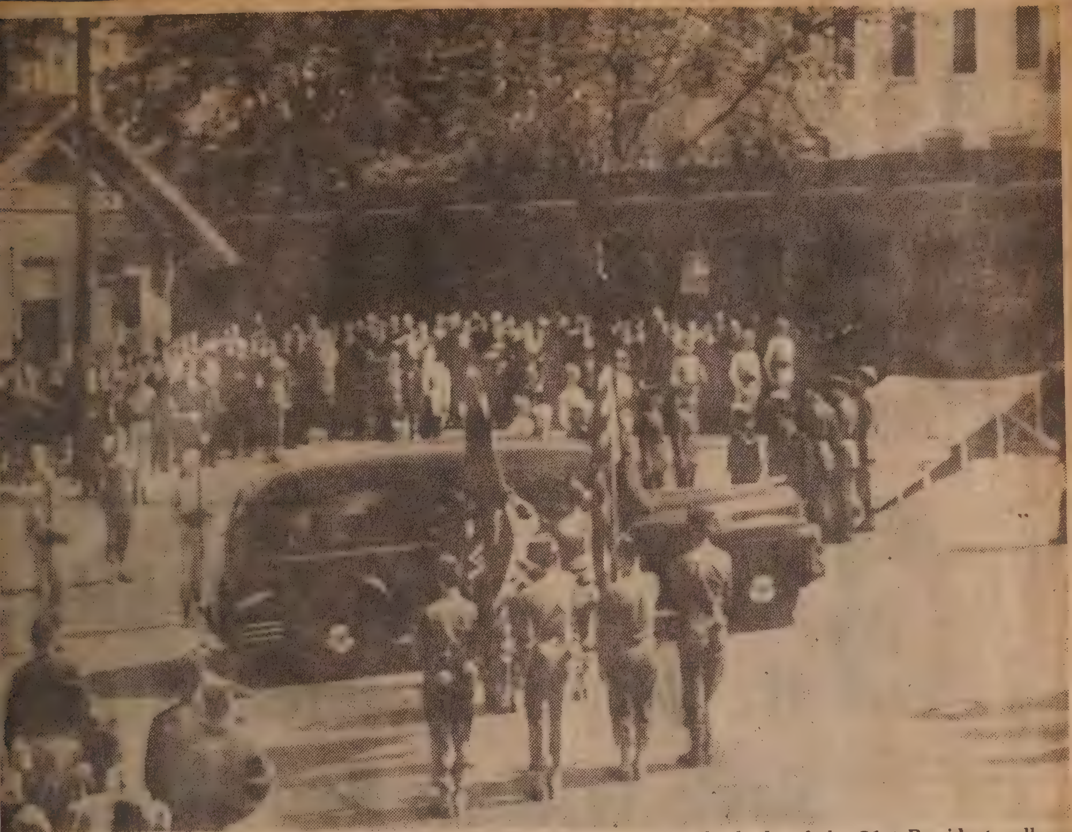
(AP Wirephoto)

HOME"—As the cortege approached the main dormitory of Warm Springs Foundation, where the patients
Georgia Negro (arrow) who was a favorite of the President, stepped from the circle of mourners. He had his
, which he had often played for Mr. Roosevelt. Today he played the haunting strains of Dvorak's "Going



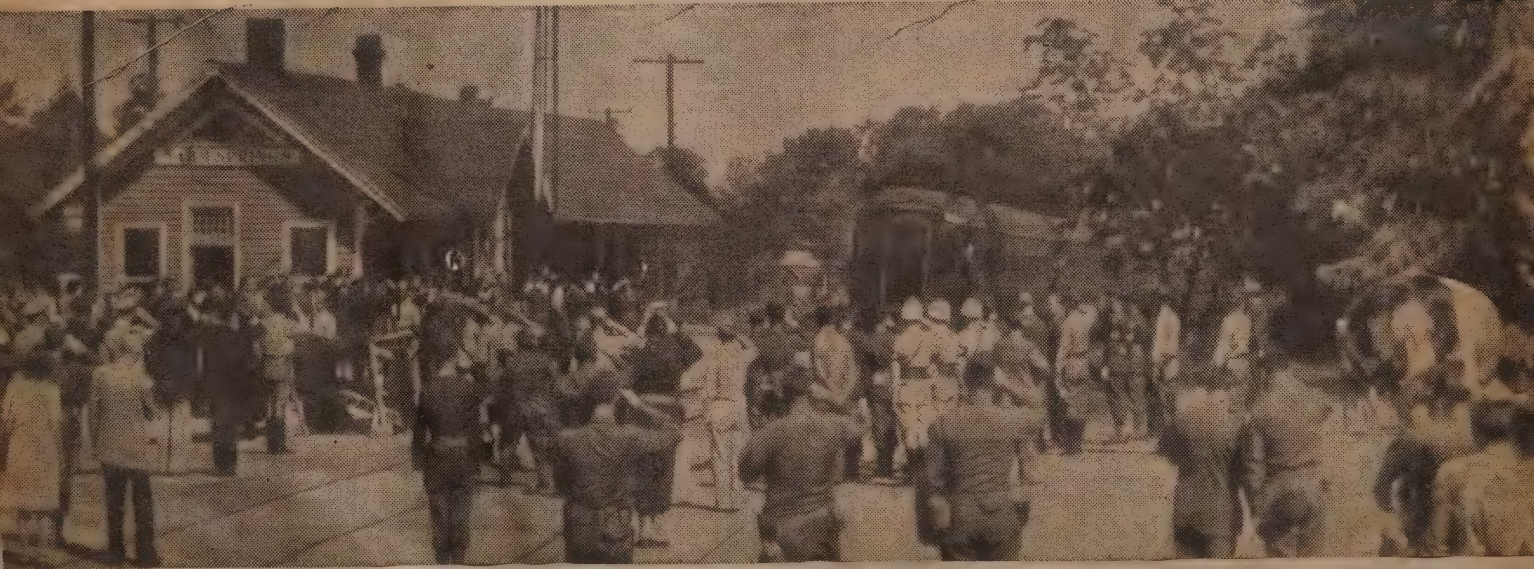
(AP Wirephoto)

NEVER TO RETURN—Warm Springs polio cripples watch sadly as the hearse bearing President Roosevelt's
slowly past Georgia Hall, part of the great foundation he helped to found. The hearse took the body to t
Washington.



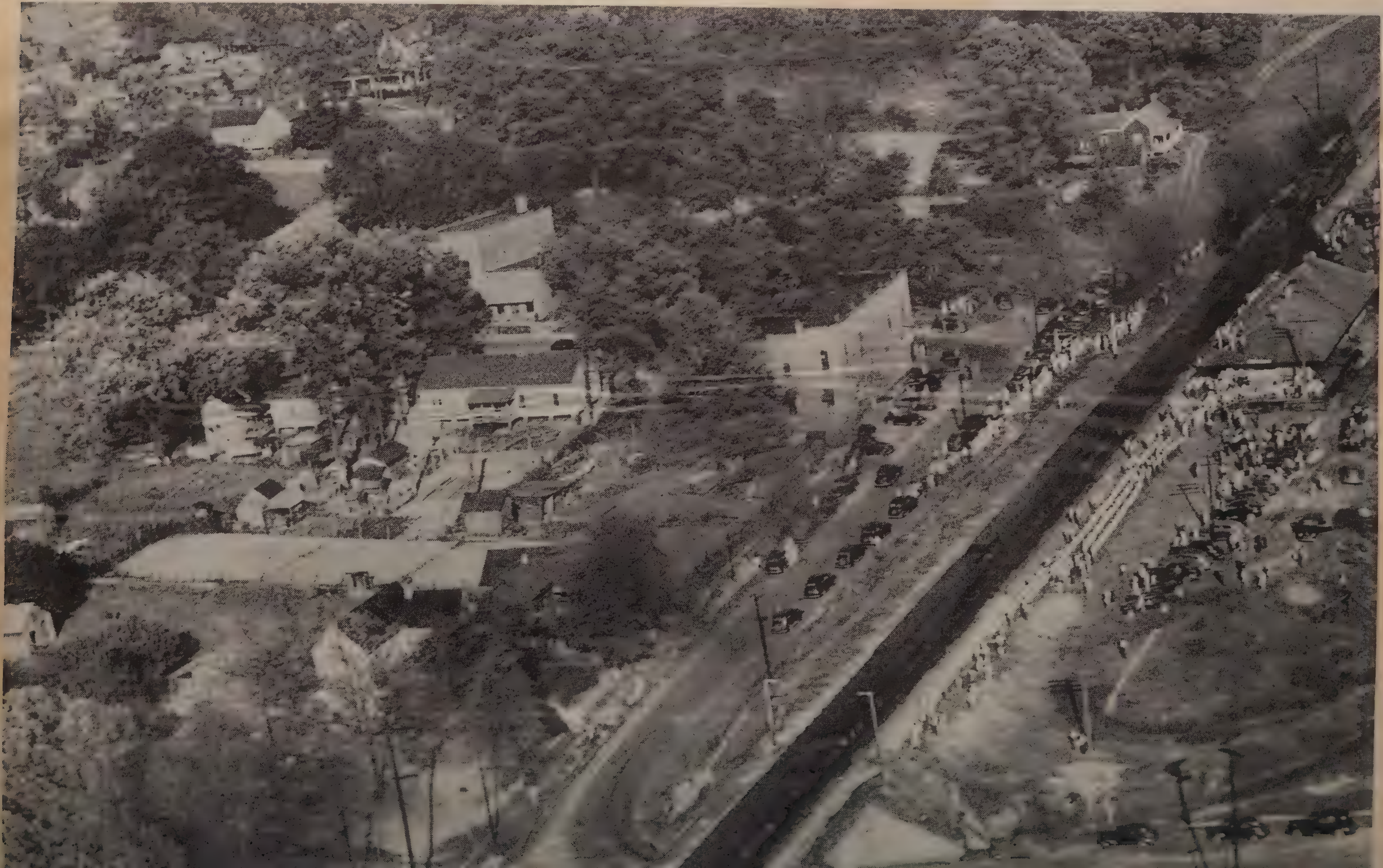
N D. ROOSEVELT STARTS LAST JOURNEY HOME—Hearse bearing the body of the 31st President pulls up at Warm Springs, Ga., starting the trip to the last resting place in a flower garden of the Roosevelt Hyde Park, te. Color Guard is drawn up in foreground.

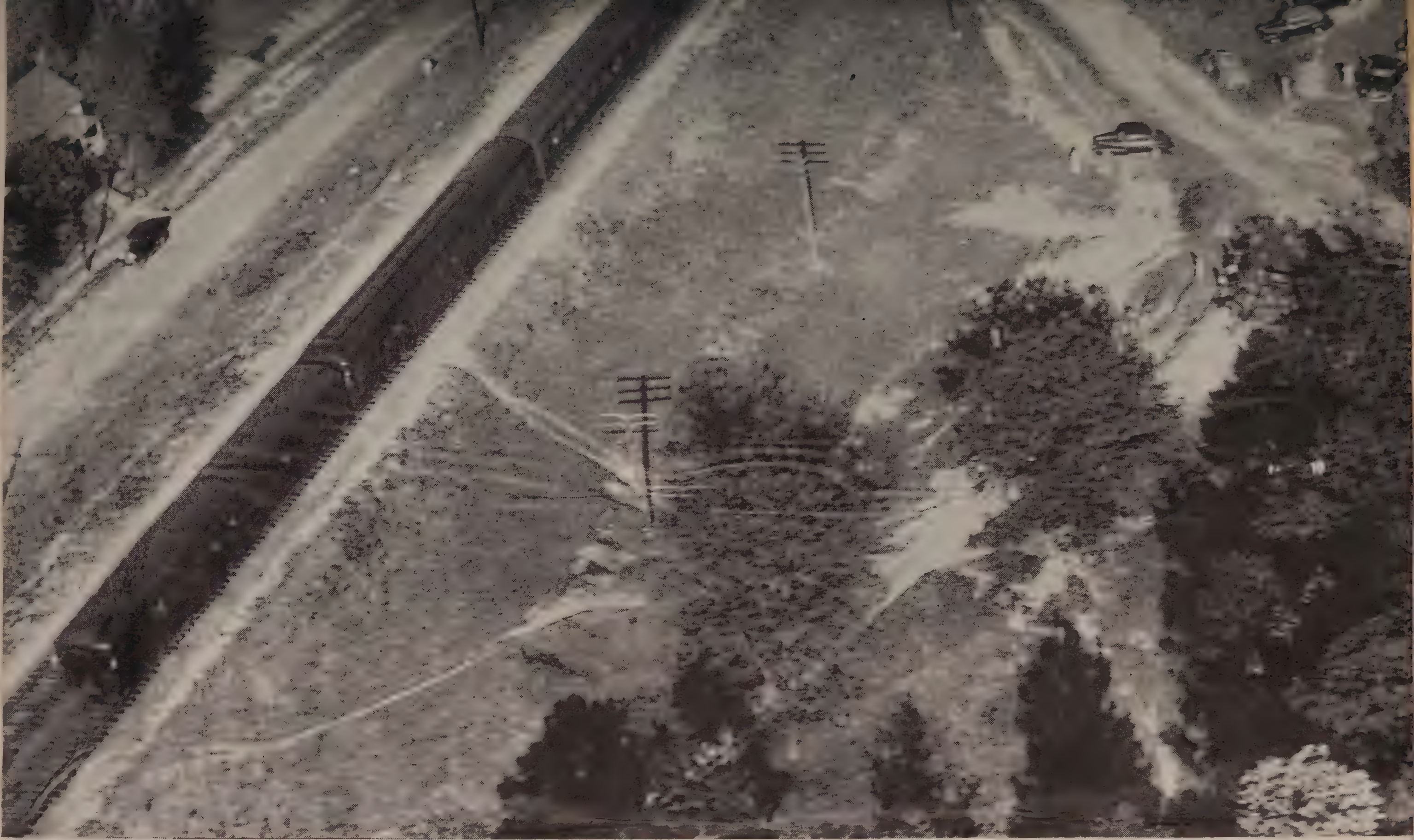
Whole Nation in Mourning as Roosevelt's Body Comes Home



Departs—While a military band plays funeral music, the special

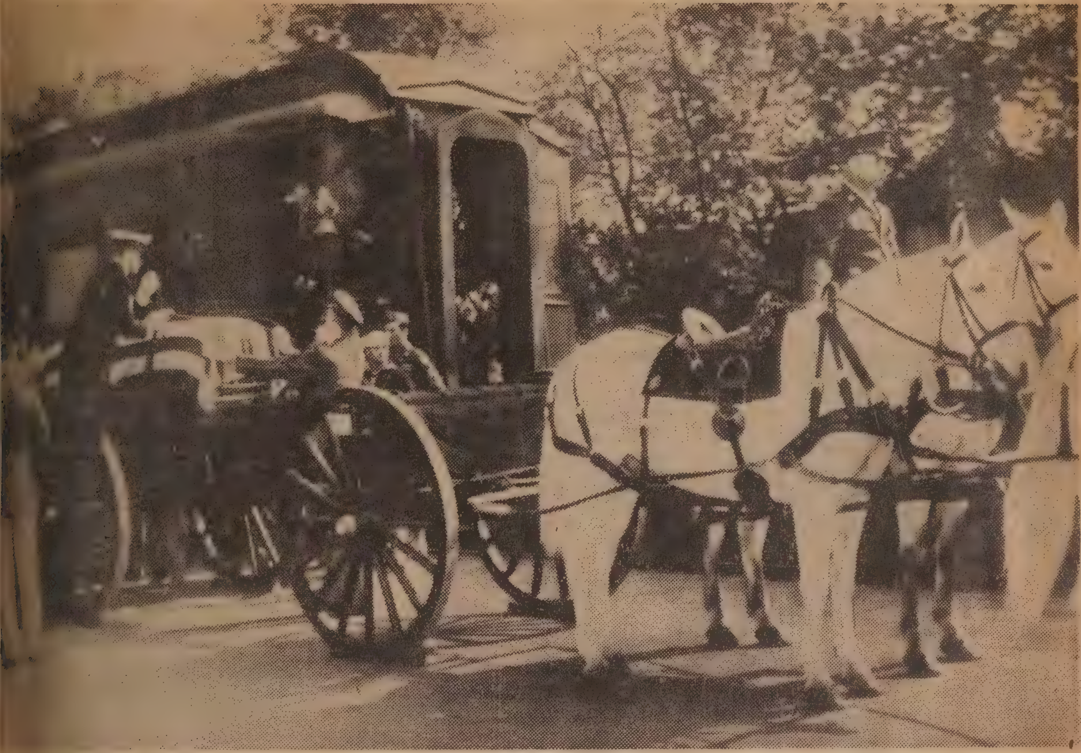
for services today leaves the little town where he had found happiness and health and death.





THE FUNERAL TRAIN, drawn by two locomotives, passes through a station on Southern Railway to Washington. Drawn up along the tracks are the cars of people who have come to mourn. The body lay in the last car, which had been the President's office when he traveled. The train moved slowly, taking 23 hours for the trip between Warm Springs and Washington.

rrival in Washington

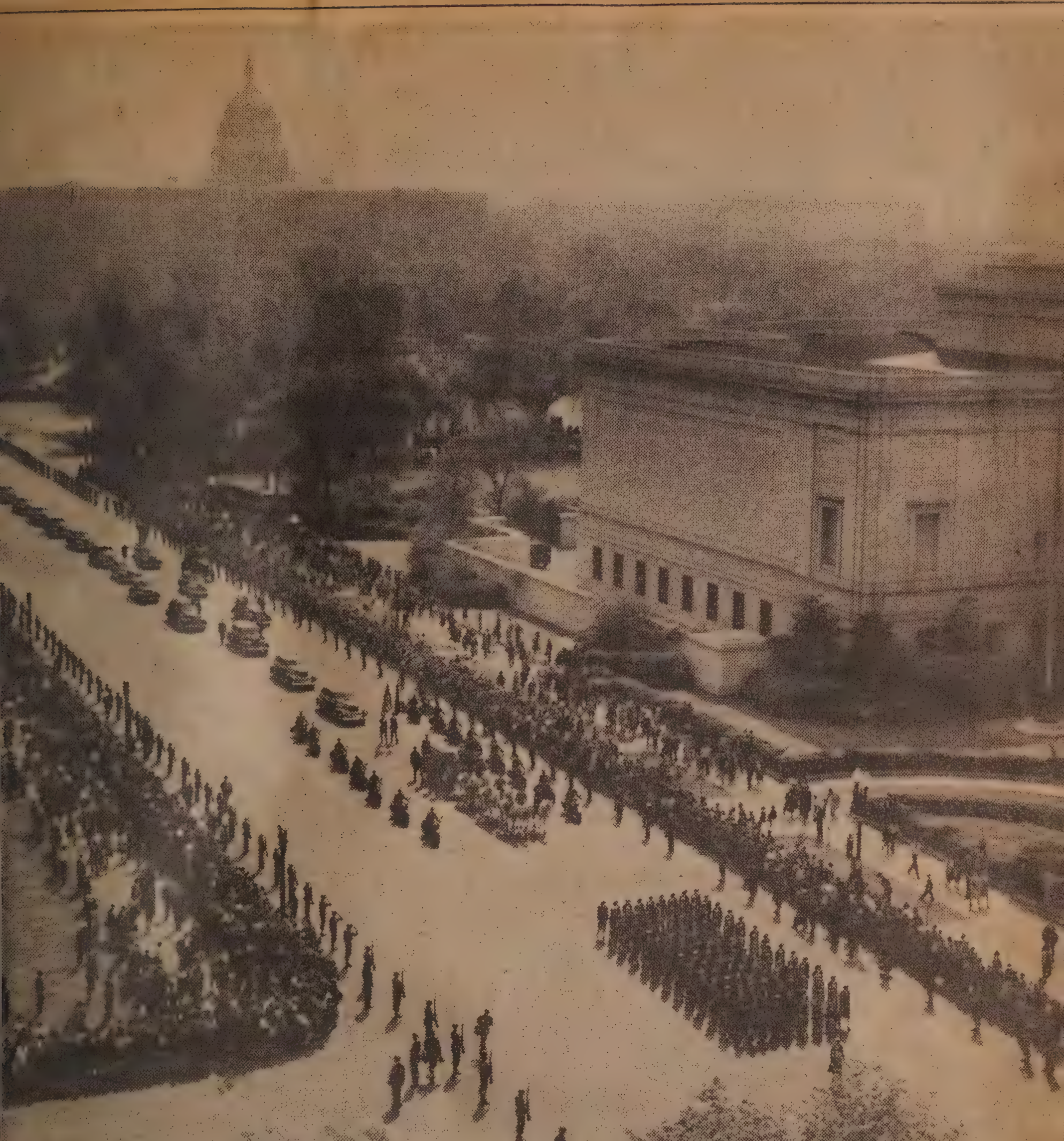


(AP Wirephoto)

OF LATE PRESIDENT ARRIVES IN WASHINGTON—The flag-draped coffin containimg the body of President e is transferred at Union Station, Washington, from Warm Springs, Ga., where the President died. Guards e the caisson in preparation for the procession from the station to the White House.

Associated Pr

The President's personal flag and the American flag carried behind the caisson as it started from the station toward the Capi



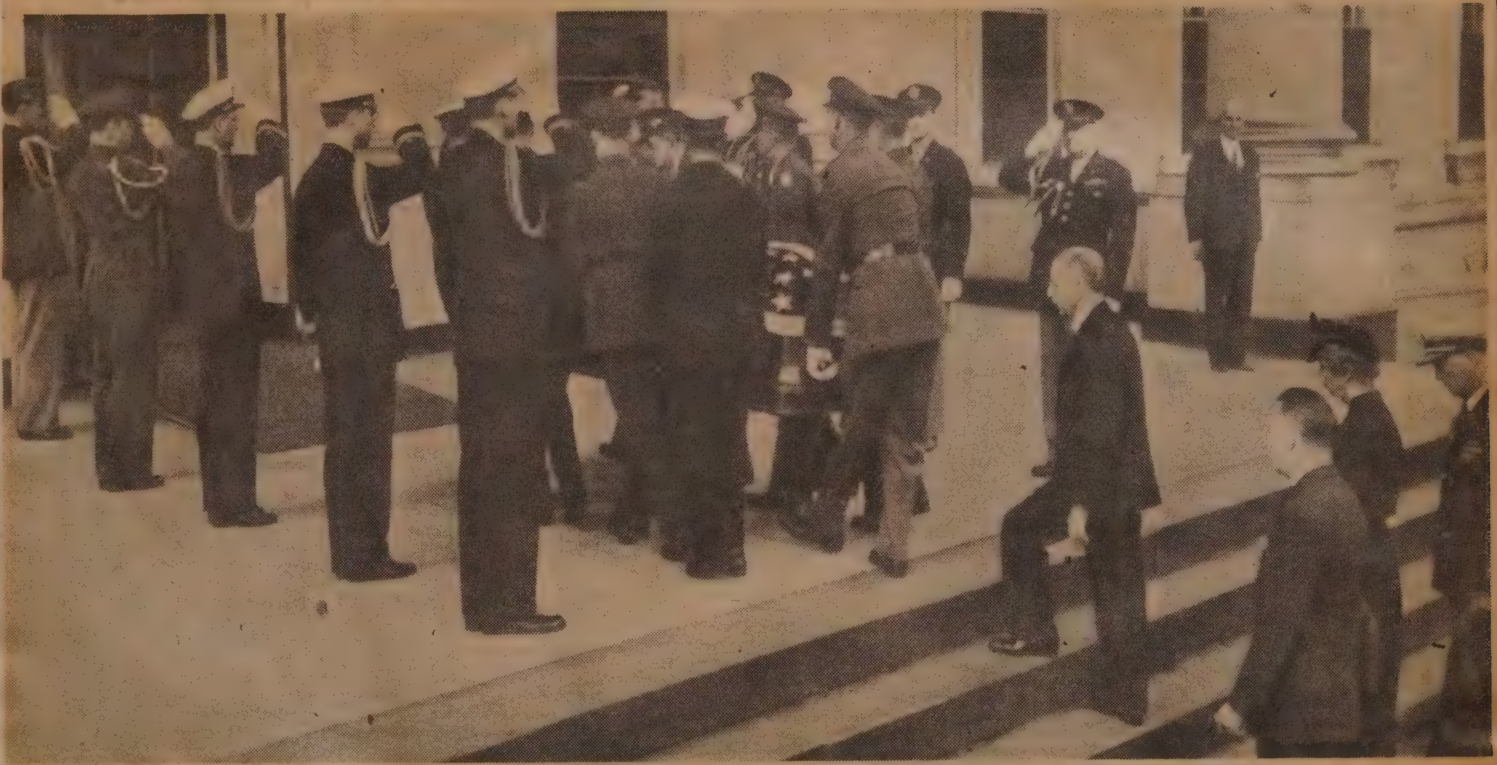
ng

ne for the Records of History: Roosevelt Funeral Procession en Route to the White House

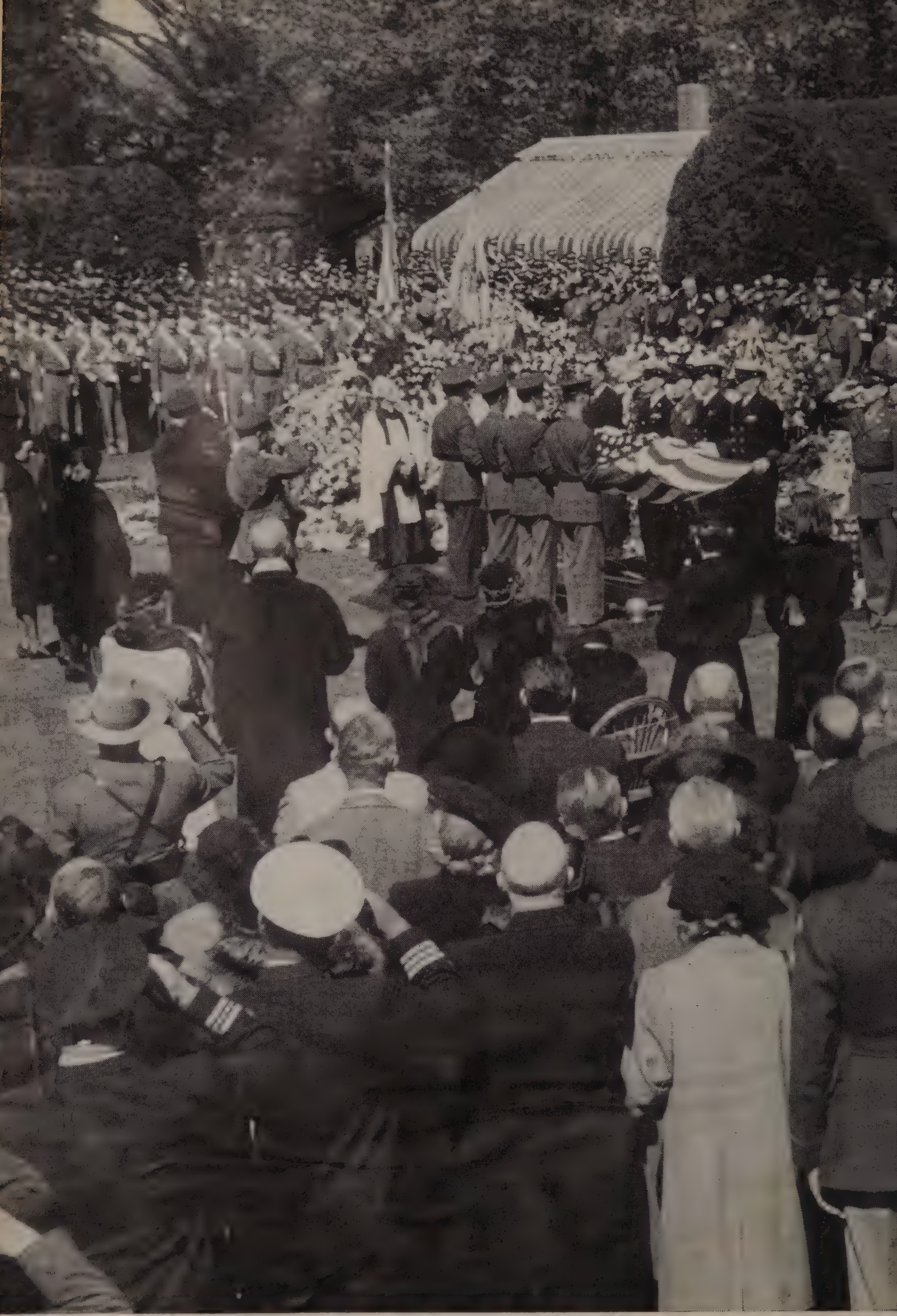
"Europe has lost a friend and its heart is lonelier for his passing"—The Roosevelt funeral.

THE NEW YORK TIMES, SUNDAY, APRIL 15, 1945.

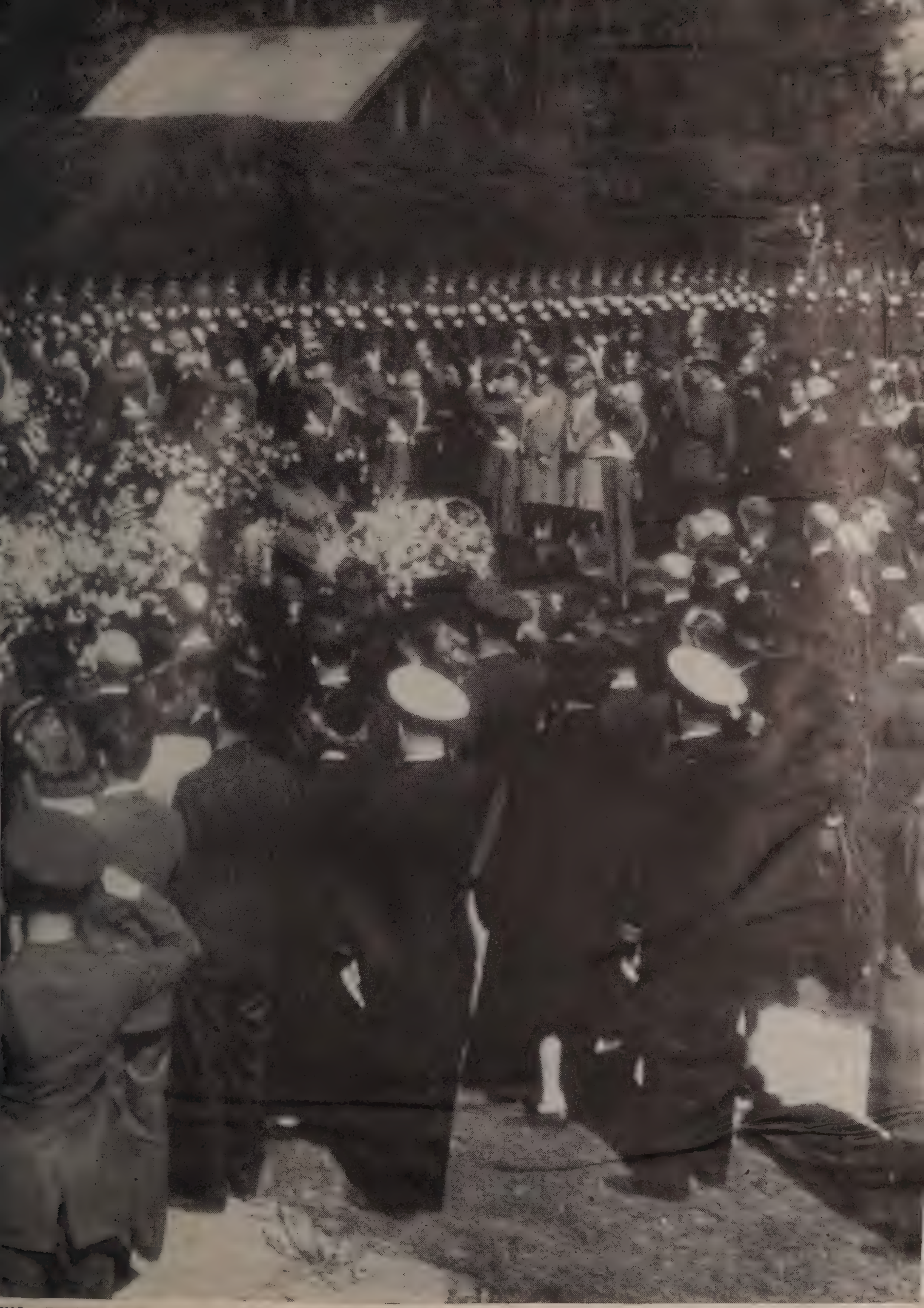
FRANKLIN D. ROOSEVELT COMES BACK TO WASHINGTON FOR THE LAST TIME



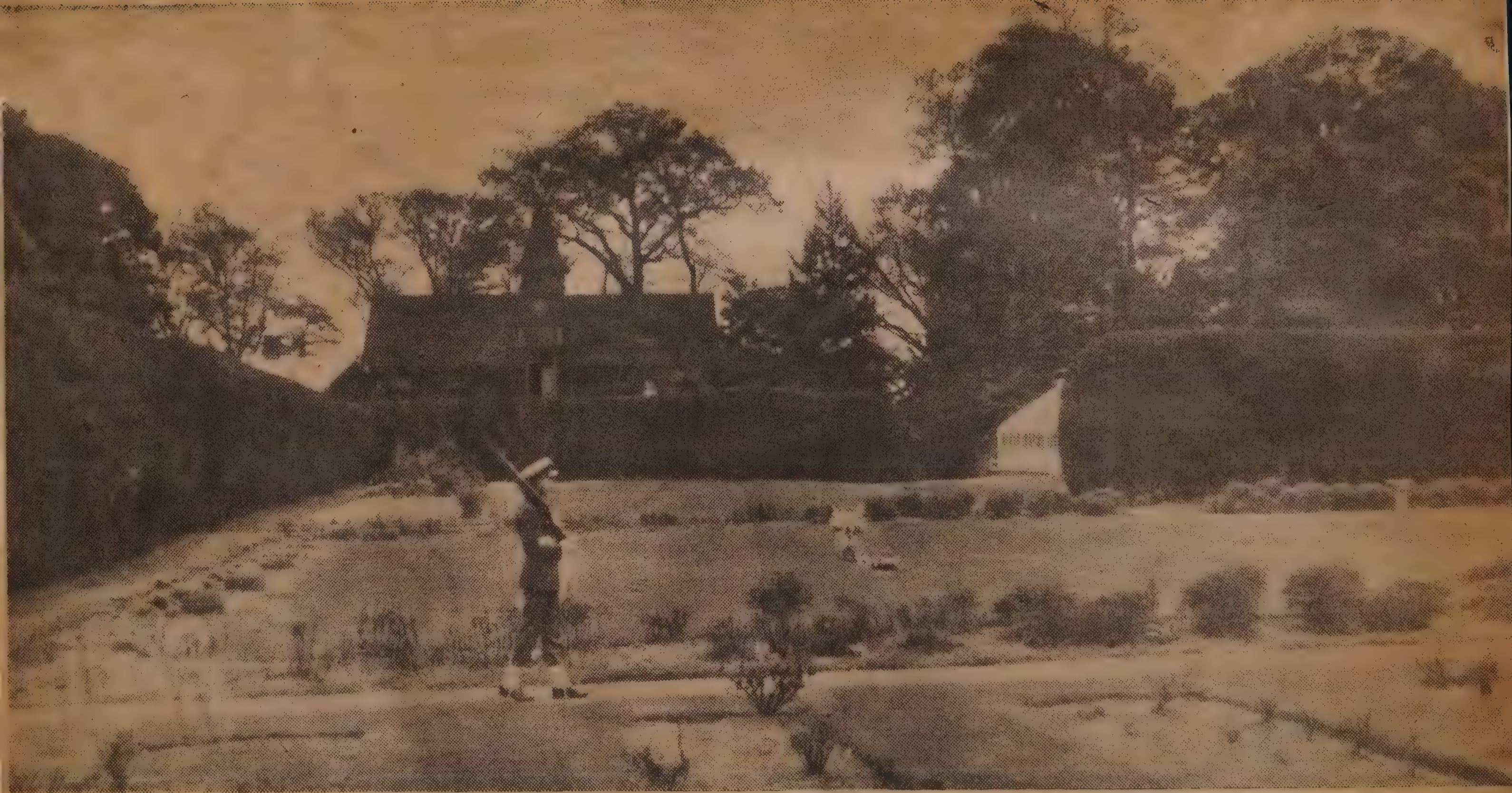
The coffin of the former President is carried into the White House followed by Mrs. Franklin D. Roosevelt, who is escorted by White House Usher Charles Claunch (at her left) and Vice Admiral Wilson Brown, naval aide to Mr. Roosevelt (at extreme right).



AND TAPS SOUNDED AS THE BURIAL SERVICE ENDS. AT THE LEFT OF THE GRAVE IS MRS. ROOSEV



EIL. BESIDE HER ARE ELLIOTT AND ANNA. EACH TIME A VOLLEY SOUNDED, FALA, THE ROOSEVELTS'



(AP Wirephoto)

THROUGH THE LONELY WATCHES, GUARDS THE SLEEP—General view of the grave (center, marked by flowers) of the late President Roosevelt in the rose ga
at Hyde Park, N. Y., showing military guard on duty yesterday; in the background, the barns and other buildings of the estate. On sentry duty, is Pfc. John J
wood, N. Y.

ala waits alone in the bright morning sun on the front porch of the Roosevelt house
Hyde Park, while above his head the Stars and Stripes droops quietly at half-staff.

ROOSEVELT NEAR DEATH ON MARCH 25

Had Severe Stroke at Residence in Hyde Park

WASHINGTON, June 23—Franklin Delano Roosevelt almost met death last Palm Sunday, March 25, 19 days before he was fatally stricken by a cerebral hemorrhage, it was learned today.

HAD SEVERE STROKE

The late President suffered a severe stroke in his family home on the Hudson at Hyde Park, N. Y., on the afternoon of Palm Sunday. The seizure was so severe, according to members of the late President's official family, that it was feared the end was at hand. When the Chief Executive survived the stroke, he was rushed to Warm Springs, where, it was hoped, he would regain his strength.

Roosevelt had come to Hyde Park after entertaining the Earl of Athlone, Governor-General of Canada, and his wife, Princess Alice, during their two-day visit in the White House.

Both the cerebral hemorrhage at Hyde Park and the fatal attack at Warm Springs, April 12, were two of a long series of such seizures, the Chicago Tribune News Service reported during the week.

The late President was first stricken in the late summer of 1938 at Rochester, Minn., more than six years before his fatal attack. He was then visiting the Mayo Clinic where his eldest son, James, was undergoing a serious abdominal operation.

The first attack was light, the breaking of a small capillary in the brain. Other light attacks followed through the years. The first serious stroke came in late 1943.

Illness Kept Secret

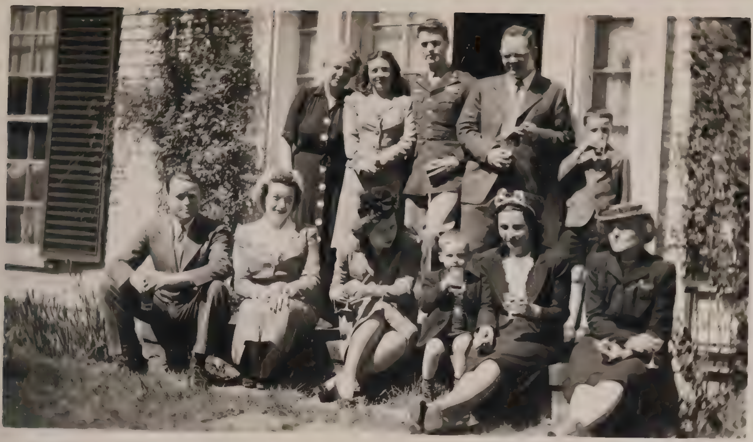
When Roosevelt returned from the Teheran conference it was widely recognized that he was a sick man. No hint of his condition was given to the nation until March, 1944, when Aubrey Williams, one of the first of the New Dealers, reported in an interview that he was shocked by the Chief Executive's appearance.

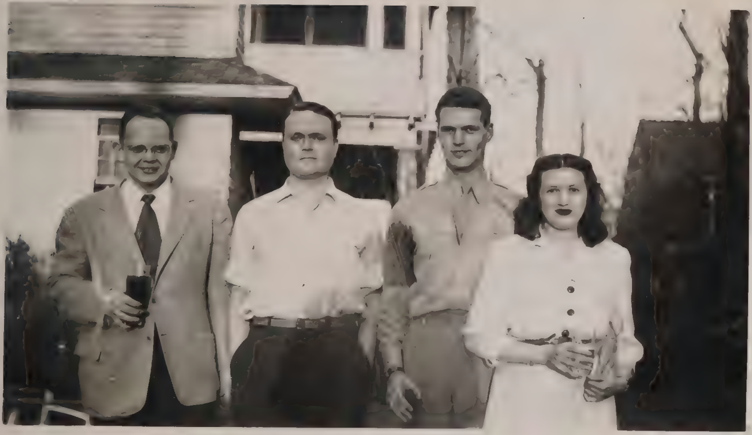
The President's health was a closely guarded secret, even though Dr. Howard Gerald Bruenn, a New York City heart specialist, was commissioned a comander in the navy late in 1942 for the express purpose of watching the President.

Bruenn was with Roosevelt when he died. Vice Adm. Ross T. McIntire, White House physician, who had pronounced the late President fit to run in the 1944 campaign and had frequently issued statements reporting Roosevelt to be in excellent condition, was not at the bedside.

After the winter of 1943-44, when Roosevelt suffered a series of colds and became more gray and wan each week, Adm. McIntire said he was in as good a shape of any man of 62 could hope to be and that his condition offered no bar to another four years in the White House.

No hint of the President's poor health was given to the public. Suppression of such information resulted in the popular belief that the fatal attack Roosevelt suffered April 12 was his first and only cerebral hemorrhage and that his general health was excellent.





SUNDAY, AP.15, 1945

SUNDAY, AP. 15, 1945

Sunday, April 15th, 45

Much cooler today. Frances came down for a snuggle - Jane brought up my breakfast at 8.40. Orange juice - wheatgerm - dropped egg on corn beef hash - catsup - Roll - Butter Iced Coffee. Scanned the Sunday paper and then up at 9.30. Looking for the gardeners at 10.30 but they did not show up. At 12 over to call on Mother at 11 Oak Avenue - Back to the house had a Party for David, Jeanne, and the Baby. Interrupted by the arrival of the gardeners. Resumed Party, Little Living Room, Big Living Room. Out on the Lawn. Helen Jamison, Barbara, Ross + Janey, Leo + May Leary, Ted. Foster, Thelma Harlow, Dinner at 3. A Huge Roast Beef - Yorkshire Pudding. Rested the remainder of the day.

Frost Whitens Fields, but Does Little Damage

The hoar frost that whitened fields throughout eastern Massachusetts early today did little, if any damage, to fruit blossoms and early garden crops, according to Globe Gardens Director Paul W. Dempsey and other agricultural authorities.

There is no immediate prospect of another frost visitation here, the weather bureau said this morning in forecasting light rain starting late this afternoon and continuing throughout tonight.

The minimum temperature in Boston last night was 42 degrees. It may drop to 44 tonight and will not rise much above 50 today, the forecaster said.

While Boston's temperature remained relatively high last night, it dropped dangerously low—as far as farmers and gardeners are concerned—in the outlying suburbs.

Lexington reported a low of 36; Concord, 34, and Westford, 34.

G. Harold Noyes, chief of the Boston Weather Bureau, explains that the white frost on low lying fields and vegetation this morning while nearby thermometers registered two to four degrees above freezing is not at all unusual.

"The surface of low-lying fields and the vegetation on them radiate their heat to a point where they have a temperature of only 32 degrees or lower," he explained. "While the temperature of the air only a few feet above ground may be well above 32, any air moisture touching these cold surfaces immediately freezes and you have a white frost."

The cloud cover that moved inland before morning probably prevented more serious frost damage, fulfilling the function of a blanket by preventing the radiation of ground warmth at the same time it blocked the penetration of cold air from the upper strata cold air masses, Noyes pointed out.

Monday, April 16th 1945

Mary had a letter from Jim today informing her that he is in a hospital in England — He was run over by a truck at night and his ankle was fractured — he will be in the hospital for about two months. I was up early today — had my breakfast at 7.30 — orange juice — wheat germ — fried eggs & Bacon — Toast — iced coffee — To town all the way on the cars — Busy making up copy of the head table list for the printer. Out to lunch at 12.30 with Everett Lane — To Steuben's — Consomme Garni — Fried Shrimps — Tartar Sauce. Green Peas — Roll — Hot Coffee. Grape fruit — to Bailey's on West St. Bought Pound Boxes of Chocolate Marshmallow Fudge to send Peter and Nicholas. to R. H. Stearns — to buy a wedding present for Jane Norton — a half dozen Royal Cauldron after dinner coffees — to Cobb Bates & Yerxa for 2 Bunches of Sweet Peas for the office

The Commonwealth of Massachusetts
Executive Department
State House, Boston

MAURICE J. TOBIN
GOVERNOR

April 11, 1945.

Mr. Jay Benton
Chairman, Greater Boston Development Committee
Boston Mutual Insurance Company
160 Congress Street
Boston, Massachusetts

Dear Mr. Benton:

MASSACHUSETTS HEALTH WEEK, May 7 to 12th inclusive, will be declared by proclamation.

This activity is one in which I am deeply interested. Therefore, I am asking you if you will serve on the Health Week Committee to aid this campaign.

Will you please attend the first meeting to be held Monday, April 16th in the Governor's Council Chamber, third floor, at 3:45P.M.

Sincerely yours,

Maurice J. Tobin

Maurice J. Tobin
Governor of the Commonwealth

April 13, 1945

Hon. Maurice J. Tobin
Governor of the Commonwealth
State House
Boston, Massachusetts

Your Excellency:

I will be pleased to serve on your Health Week Committee and to attend the meeting next Monday afternoon.

Sincerely yours,

Jay R. Benton

JRB:BCC

CHARLES FRANCIS SPRAGUE
OFFICE - 130 EASTERN AVENUE
LYNN, MASS.

April 16, 1943

Jay R. Benton, Esq.
160 Congress Street
Boston 10, Massachusetts

Dear Jay

As your cards keep me so confused - as to your whereabouts - you will find a few other cards attached, in order that confusion shall thus reign supreme.

I am, as ever

Very truly yours

Charles F Sprague

CFS/HRC

Enclosures

Back to the office. Left at 3.30
to the State House - attended a
conference at the Governor's office -
Over at 4.45 - Home all the way on
the cars - John took me down to
Flett Road where I left a message
for Gardener #2. Back to the house.
Dinner at 6.45 - Chicken Soup - .
Broilers - French Fried Potatoes -
Spinach with sliced egg. Rolls -
Mixed green salad - Milk. Straw-
Berry shortcake + Vickberg came
around about painting the house.
And so to Bed.

Fairchild Photo

THE GREATER BOSTON DEVELOPMENT COMMITTEE

will meet at luncheon

Tuesday, April 17, 1945, at 12:15 P.M.

Copley Plaza

and will be addressed by

HON. JOSEPH P. KENNEDY

Former Ambassador to Great Britain

on the subject

"Action Today For Boston's Tomorrow"

Please order tickets NOW **Luncheon tickets $2.50**

A member may bring two guests only because attendance is strictly limited. No reservations will be received after Saturday, April 14.

LUNCHEON COMMITTEE

Daniel Bloomfield, *Chairman*
Henry G. Brown
John C. Dowd
Charles E. Lee
William J. McDonald

Jay R. Benton
Alden C. Brett
Frederic C. Church
Harold D. Hodgkinson
William K. Jackson

THE BOSTON DAILY GLOBE—THURSDAY, APRIL 5, 1945

Kennedy to Launch Big Boston Drive

Joseph P. Kennedy, former Ambassador to Great Britain, will come to Boston to address the first general meeting of the Greater Boston Development committee, April 17, its chairman, Jay R. Benton, announced today. The nearly 200 members of the committee, which has launched a program of civic development for Boston, will have luncheon at the Copley-Plaza Hotel. It is expected that this meeting will bring an announcement of the committee's organization to carry forward major proposals for economic development of the metropolitan area. Daniel Bloomfield, manager of the Boston Retail Trade Board, is chairman of the luncheon.

Kennedy accepted membership in the Greater Boston Development Committee when it was formed a few weeks ago with the slogan, "Action now to achieve the Boston of tomorrow."

Its program has been described by Chairman Benton as one to make Greater Boston a better place in which to live and do business. The committee introduced the bill for a Port Authority with $15,000,000 working capital to improve the port of Boston. It includes in its membership leaders of the recent Boston contest and has assumed sponsorship of their efforts to realize a master plan for community improvements.

BOSTON HERALD, FRIDAY, APRIL 6, 1945

Development Group To Hear Kennedy

Joseph P. Kennedy, former ambassador to Great Britain, will address the first general meeting of the Greater Boston Development Committee, Tuesday, April 17, at 12:30 P. M. at the Copley Plaza, Jay R. Benton, chairman, announced yesterday.

Daniel Bloomfield, manager of the Boston Retail Trade Board, is chairman of the luncheon committee, which includes Alden C. Brett, treasurer of the Hood Rubber Company, and William J. McDonald, regional manager of Time magazine.

Boston
News Bureau.

Friday, April 6, 1945

Of MARTS *and* MEN...

HON. JOSEPH P. KENNEDY, former Ambassador to Great Britain will be the guest speaker at the first general meeting of the entire Greater Boston Development Committee on Tuesday, April 17, at 12.30 p.m. in the Copley Plaza Hotel, Jay R. Benton, chairman of the committee, announced last night.

Daniel Bloomfield, manager of the Retail Trade Board of the Boston Chamber of Commerce, is chairman of the luncheon committee, assisted by Alden C. Brett, treasurer of Hood Rubber Company, and William J. McDonald, regional manager of *Time Magazine.*

BOSTON POST, FRIDAY, APRIL 6, 1945

JOSEPH P. KENNEDY SPEAKS HERE APRIL 17

Joseph P. Kennedy, former ambassador to Great Britain, will address the first general session of the entire Greater Boston Development Committee, Tuesday, April 17, at a luncheon meeting in the Copley-Plaza Hotel, it was announced last night by Jay R. Benton, committee chairman.

Daniel Bloomfield, manager of the Retail Trade Board of the Boston Chamber of Commerce, is chairman of the luncheon committee, assisted by Alden C. Brett, treasurer of Hood Rubber Co., and William J. McDonald, regional manager of Time Magazine.

*

THE CHRISTIAN SCIENCE MONITOR

Development Unit In Boston to Hear Joseph P. Kennedy

The initial, full-scale meeting of the 200 members of the Greater Boston Development Committee will be held at the Copley-Plaza Hotel on Tuesday, April 17, with Joseph P. Kennedy, former United States Ambassador to Great Britain, as guest speaker, Jay R. Benton, Committee Chairman, announced today.

The occasion will be a luncheon at 12:30 p. m., at which will be discussed the logical approach to the problems of a postwar era. Daniel Bloomfield, Manager of the Boston Retail Trade Board, will preside.

Mr. Kennedy, who has served as Chairman of the Security Exchange Commission, and Chairman of the United States Maritime Association, is expected to bring a stimulating message to Bostonians, with suggestions as to how the city can work itself into the forefront of international and national trade channels.

BOSTON TRAVELER, THURSDAY, APRIL 5, 1945

Kennedy Speaks To Development Group April 17

Joseph P. Kennedy, former ambassador to Great Britain, will speak Tuesday, April 17, at the first general luncheon meeting of the Greater Boston Development Committee, Chairman Jay R. Benton announced today. The committee of the 200 members will be at the Copley Plaza. Daniel Bloomfield, manager of the Boston Retail Trade Board, is chairman of the luncheon committee. Kennedy is former chairman of the Maritime Commission and also of the Securities Exchange Commission.

BOSTON NEWS BUREAU

Wednesday, April 11, 1945

Of MARTS and MEN...

TO ACCOMMODATE the many requests for tickets to attend the Greater Boston Development Committee luncheon next Tuesday at which Hon. Joseph P. Kennedy, former ambassador to Great Britain, will be guest speaker, Jay R. Benton, chairman of the committee, announced today that the meeting would be held in the main ballroom of the Copley Plaza Hotel instead of the Sheraton Room.

Mr. Benton also disclosed that the luncheon would be open to all who are interested. Both Governor Tobin and Mayor Kerrigan will participate in the speaking portion of the program.

JOHN C. DOWD
INCORPORATED
Advertising

April 10,1945

Mr. Jay R.Benton
Greater Boston Development Committee
80 Federal street
Boston 10, Mass.

Dear Mr. Benton:

Re: BOSTON DEVELOPMENT COMMITTEE LUNCHEON

I accepted five assignments at our meeting last Friday. Here is our present position on these five matters:

(1) RADIO TIME

Yankee Network is giving us a sustaining broadcast from the head table 1:30 - 2:00 p.m., Tuesday April 17 over Station WNAC. All costs, including engineering and telephone lines, will be paid by Yankee Network.

(2) PROGRAM SCHEDULE

Suggested timing of the program is enclosed herewith. I understand you may want to alter this to permit a short talk by Mr. Brett.

(3) STAGE BACKGROUND

Messrs. Taylor, Choate, Carley and Hoagland (publishers respectively of the Globe, Herald-Traveler, Post, and Christian Science Monitor) have agreed to supply us with cartoons by their staff artists to be enlarged into a background panel for display behind the head-table at the luncheon.

Cartoon by Bob Coyne of the Post is already in hand; others are in preparation.

An estimate for the costs involved in combining these cartoons into a background is now in preparation; a good guess

as to cost would be $50 to $75. Some newspapers (perhaps all of them) will publish these cartoons in their own pages on the day after the meeting. I will follow through on this with the publishers.

SUGGESTION: Can Dan Bloomfield arrange a week's showing of the individual blow-ups in department store windows following the meeting? Jordan's might display the Herald's cartoon~~s~~; Gilchrist's might show the Post's; Filene's might use the Globe; and White's might use the Monitor's.

(4) LIST OF MAYORS AND SELECTMEN.

Enclosed herewith.

(5) COAST GUARD BAND

I have reserved the band through Lt. Brems, Public Relations Officer of the Coast Guard. You are to write Comm. Derby for official approval.

Sincerely yours,

John C. Dowd

JCD/a

JOHN C. DOWD, Incorporated

BOSTON DEVELOPMENT LUNCHEON

Hon. Joseph P. Kennedy, guest speaker

Tuesday, April 17, 1945, ~~12:30~~ 12,15 p.m.

Copley Plaza Ballroom

---

1. **BELISLE** -

   Special lists for invitations. OK

2. **BENTON** -

   (a) Send invitations to Greater Boston Development Committee.

   (b) Send invitations to Head Table guests. Mayor

   (c) Arrange printing of announcements and tickets.

   (d) Send special invitation to
      (1) Publishers
      (2) Radio executives

3. **LEE** -

   (a) To mail invitations to supplemental lists.

   (b) Handle reservations and sale of tickets.

Brown-Marshal

[illegible] OK for Head Table

4. DOWD -

(a) To get list of Mayors

(b) To get Coast Guard Band
(Benton to write to Commodore Derby)

(c) To line up time schedule of luncheon -

1:05 p.m. - 1:10 p.m. Benton -
1:10 p.m. - 1:15 p.m. Mayor -
1:15 p.m. - 1:20 p.m. Governor -
1:30 p.m. - 2:00 p.m. Kennedy -

Dowd

(d) Arrange radio broadcast - Kennedy speech

5. MCDONALD -

(a) Get Dahl to draw cartoon for backdrop at luncheon and get other newspaper cartoonists.

(b) Arrange head table assembly and timing of luncheon (with Dowd).

(c) Meet newspaper publishers and radio executives.

6. Print Head Table list and have copy at each plate (Ask Kern -- Boston American to print).

7. [redacted] -

(a) Press notices.

(b) Arrange press tables.

(c) Take care of
Governor's Secretary (McCusker)

Mayor's Secretary (John Foley)

(d) Photographer for luncheon

April 9, 1945

Commander Wilfrid N. Derby
District Coast Guard Officer
First Naval District
1400 Custom House
2 India Street
Boston, Massachusetts

Dear Commander Derby:

I think Mr. Brems or John C. Dowd may have talked with you already about the possibility of having the Coast Guard Band play from 12 to 1 o'clock for the big Luncheon that is to be held at the Main Ballroom at the Copley Plaza on Tuesday, April 17th, on which occasion Hon. Jospeh P. Kennedy, former Ambassador to Great Britain, is to be the principal guest and speaker.

It would be greatly appreciated by our Committee if you could have your Band play during the Luncheon, say from 12 to 1 o'clock. Whatever may be done along these lines by you for this Luncheon, we will be very grateful.

Sincerely yours,

JRB:BCC

DO NOT NAME AN INDIVIDUAL
RESS OF REPLY. USE FOLLOW-
ING FORM OF ADDRESS:
ICT COAST GUARD OFFICER
CUSTOMHOUSE
BOSTON 9, MASS.

FER TO FILE NO. dpr-663

UNITED STATES COAST GUARD
BOSTON 9, MASS.

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

pril, 1945

Jay R. Benton, Chairman
ter Boston Development Committee
Congress Street
on 10, Massachusetts

Mr. Benton:

utlined in your letter of April 9, we shall be happy to have the band
for your luncheon at which the Hon. Joseph P. Kennedy is to be the
cipal guest and speaker, in the main ballroom of the Copley Plaza on
day, April 17 from 12:00 to 1:00 p.m.

Very truly yours,

W N Derby

W. N. DERBY
Commodore, USCG
District Coast Guard Officer
First Naval District

April 11, 1945

Commodore Wilfrid N. Derby
District Coast Guard Officer
First Naval District
1400 Custom House
2 India Street
Boston, Massachusetts

Dear Commodore Derby:

We had a meeting of the Committee in charge of next Tuesday's Luncheon at which former Ambassador Joseph P. Kennedy is to be Guest of Honor and everybody was much pleased that it is going to be possible for your Coast Guard Band to play during the Luncheon.

This is to thank you promptly for the courtesy extended by you in this matter.

Sincerely yours,

Chairman

JRB:RCC

GREATER BOSTON DEVELOPMENT COMMITTEE
80 FEDERAL STREET, BOSTON 10, MASSACHUSETTS
Telephone Hancock 1250
Action Today to Achieve the Boston of Tomorrow

n
R. BENTON
irmen
N C. BRETT
RIC C. CHURCH
HODGKINSON
AM K. JACKSON
r
RLES FRANCIS ADAMS
y
RLES E. LEE

11
April 9, 1945

A cordial invitation is extended to you to be a head table guest at an important luncheon being sponsored by the Greater Boston Development Committee and to be held in the Main Ballroom at the Copley Plaza on Tuesday, April 17th.

The principal speaker will be Hon. Joseph P. Kennedy, former Ambassador to Great Britain.

Since the time is short, it will be appreciated if you will write me as to your acceptance as soon as convenient.

Sincerely yours,

Chairman

Jay R. Benton
160 Congress Street
Boston 10, Mass.

JRB:BCC

STATE STREET TRUST COMPANY
BOSTON MASSACHUSETTS

ARLES F ADAMS
CHAIRMAN OF THE BOARD

April 10th, 1945.

Jay R. Benton, Esq., Chairman,
Greater Boston Development Committee,
160 Congress Street,
Boston 10, Mass.

Dear Jay:

I shall be glad to come to the Greater Boston Development Committee luncheon on Tuesday, the 17th, at 12:15 P.M.

Sincerely yours,

C F Adams

CFA:W

Ticket [illegible]

APR 11 1945

The Commonwealth of Massachusetts
Executive Department
State House, Boston

MAURICE J. TOBIN
GOVERNOR

April 12, 1945

Mr. Jay R. Benton
Greater Boston Development Committee
80 Federal Street
Boston 10, Massachusetts

My dear Mr. Benton:

Your kind invitation to His Excellency the Governor to be present at the luncheon to be conducted by your committee on April 17th has been received.

I find that a note of the event has been made on the Governor's calendar and apparently he is planning to attend.

I shall bring your communication to his attention, however, at the earliest opportunity.

Very truly yours,

Eileen M. Shea
Secretary

ES:ems

CITY OF BOSTON
OFFICE OF THE MAYOR
CITY HALL, BOSTON

N E. KERRIGAN
MAYOR

April 11, 1945

Mr. Jay R. Benton
160 Congress Street
Boston 10 Massachusetts

Dear Mr. Benton:

Your kind invitation to His Honor the Mayor to be a head table guest at the luncheon being sponsored by the Greater Boston Development Committee has been received and will be brought to the attention of His Honor the Mayor at the earliest possible moment.

Sincerely yours,

Francis W. Leavey

Personal Secretary

FWL/rm

ELY, BRADFORD, THOMPSON & BROWN

49 Federal Street

Boston 10

OSEPH B. ELY
OBERT F. BRADFORD
EORGE E. THOMPSON
DWARD P. BROWN
ILDER H. HAINES
ICHARD ELY
DWARD BOIT
ECIL E. WHITNEY

REDERICK G. GUILD
OLAND A. CORMIER
OHN M. LANNING
DMUND V. KEVILLE
HOMAS J. O'DONNELL

ASSOCIATE COUNSEL
LOUIS J. BRANN
EDMUND R. DEWING
VERNON C. STONEMAN

HUBBARD 2310

April 12, 1945

Jay R. Benton, Chairman
Greater Boston Development Committee
160 Congress Street
Boston 10, Massachusetts

Dear Sir:

I will be pleased to accept your invitation to attend the luncheon at the Copley Plaza, Tuesday, April 17, at 12:15.

Very truly yours,

JBE:s

Ticket # 339

mail

APR 13 1945

OFFICE OF THE PRESIDENT
MASSACHUSETTS SENATE
STATE HOUSE, BOSTON

UR W. COOLIDGE
PRESIDENT

April
11 th
19 45

Hon. Jay R.Brnton,Chairman,
Greater Boston Development Committee,
160 Congress Street,
Boston 10,Massachusetts.

Dear Chairman Benton;

Thank you for the cordial invitation to be a head table guest at the luncheon being sponsored by the Greater Boston Development Committee at the Copley Plaza on Tuesday,April 17,at 12:15 P.M.

It gives me pleasure to accept the invitation.

Sincerely,

Arthur W Coolidge.

Ticket 323

APR 12 1945

sent

RICK BANCROFT WILLIS
SPEAKER

SPEAKER'S ROOM
HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON

April 11, 1945

Dear Jay:

Thank you very much for your kind invitation to be a head table guest at the luncheon which is sponsored by the Greater Boston Development Committee, to be held in the Main Ballroom of the Copley Plaza on Tuesday, April 17, at 12:15 P.M. I accept with great pleasure.

With kindest personal regards, I am,

Sincerely yours,

Fred Willis

Honorable Jay R. Benton
Chairman, Greater Boston Development Committee
80 Federal Street
Boston, Massachusetts

Tickets sent

WAR DEPARTMENT
BOSTON PORT OF EMBARKATION
OFFICE OF THE COMMANDING GENERAL

TRANSPORTATION CORPS

ARMY BASE
BOSTON 10, MASS.

11 April 1945

Mr. Jay R. Benton, Chairman
160 Congress Street
Boston 10, Massachusetts

Dear Mr. Benton:

Thank you for your letter of the ninth. I shall be delighted to attend the luncheon of the Greater Boston Development Committee on the seventeenth, and will be glad to sit at the head table with you.

Sincerely yours,

Calvin DeWitt, Jr.
CALVIN DE WITT, JR.
Brigadier General, U.S.A.
Commanding

Ticket 343

sent

APR [illegible]

DISTRICT COAST GUARD OFFICER
BOSTON, MASSACHUSETTS

10 April, 1945

Mr. Jay R. Benton
160 Congress Street
Boston 10, Massachusetts

My dear Mr. Benton:

I shall be very glad to accept your invitation to attend the luncheon sponsored by the Greater Boston Development Committee at the Copley Plaza Hotel on Tuesday, April 17th.

Very truly yours,

W N Derby

W. N. DERBY
Commodore, U.S.C.G.

Ticket #49
sent 4/11

N W. McCORMACK
DIST. MASSACHUSETTS

EUGENE T. KINNALY
SECRETARY

Office of the Majority Leader
House of Representatives U. S.
Washington, D. C.

April 12, 1945

Hon. Jay R. Benton
160 Congress Street
Boston 10, Mass.

Dear Jay:

I appreciate very much your kind invitation to attend the luncheon that will be held in Boston on April 17th, at which my close and valued friend, Hon. Joseph P. Kennedy, will be the principal speaker. I regret, due to the fact I will have to be in Washington, that I will be unable to attend the luncheon.

I will appreciate it very much if you will convey to Joe Kennedy my kind regards as well as my best wishes to all present.

With kind personal regards to you, I am

Sincerely yours,

PH W. MARTIN, JR.
H DIST. MASSACHUSETTS

Offices of Minority Leader
House of Representatives
Washington, D. C.

Received - Boston
APR 11 1945
Attended to vz

April 10, 1945

ear Joe

I am very sorry but I must in Washington on the night of il 17. otherwise I would be pleased hear Joe Kennedy.

I hope you are well. With st wishes, I am

Sincerely yours,

Joseph W. Martin Jr

HOOD RUBBER COMPANY
A DIVISION OF THE B. F. GOODRICH COMPANY
WATERTOWN 72, MASSACHUSETTS

10 April, 1945

Mr. Jay R. Benton
160 Congress Street
Boston 10, Massachusetts

Dear Jay:

I am very glad to accept your invitation to be a head table guest at the luncheon being sponsored by the Greater Boston Development Committee and which is to be held on April 17.

Cordially yours,

Alden

ACB:GEG

Ticket 301
[illegible] 11-

BOSTON PORT AUTHORITY
CUSTOM HOUSE
Sixteenth Floor
BOSTON 9, MASSACHUSETTS

April 10, 1945.

Mr. Jay R. Benton
160 Congress Street
Boston 10, Massachusetts.

Dear Mr. Benton:

Your letter of April 9th inviting me to be present at the Greater Boston Development Committee luncheon at the Copley Plaza Main Ballroom on April 17th at 12:15 P.M., has been received.

I will be happy to accept your kind invitation to be present as a head table guest.

Sincerely yours

John F. Fitzgerald
JOHN F. FITZGERALD

[illegible]

JFF:r

Excavating & Building Material Chauffeurs
& Helpers Local Union No. 379
International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers
of America
Affiliated with American Federation of Labor
248 BOYLSTON STREET, BOSTON 16, MASSACHUSETTS

KENmore 1670-1671

23

Affiliations — Massachusetts State Federation of Labor • Massachusetts State Building Trades Council • Teamsters' Joint Council No. 10 • Boston Building Trades Council • Newton Building Trades Council • Framingham Building Trades Council • Quincy Building Trades Council • Boston Central Labor Union • Cambridge Central Labor Union • Somerville Central Labor Union.

April 10, 1945

Mr. Jay R. Benton
Chairman
Greater Boston Development Committee
160 Congress Street
Boston 10, Massachusetts

Dear Mr. Benton:

It is with pleasure that I accept your kind invitation to be at the Copley Plaza on Tuesday, April 17th.

I am anxiously looking forward to being with you.

Sincerely yours,

John J. Del Monte

John J. Del Monte

Ticket 311
mailed 4/11

JJDM:hm

Congress of Industrial Organizations

CIO

New England Regional Office

73 Tremont Street, Room 526 • Boston 8, Massachusetts

EGIONAL DIRECTOR
NCIS F. CARMICHAEL

Telephone CAPitol 12

74

April 11, 1945

Jay R. Benton, Chairman
Greater Boston Development Committee
160 Congress Street
Boston, 10, Massachusetts

Dear Mr. Benton:-

I wish to acknowledge kind invitation and to inform you that I shall be present at the luncheon on Tuesday April 17th.

Sincerely yours,

Francis F. Carmichael

Francis F. Carmichael
N.E. Regional Director CIO

FFC/P

[illegible]

APR 12 1945

[illegible]

THE TAFT-PEIRCE MANUFACTURING COMPANY
WOONSOCKET, RHODE ISLAND, U.S.A.

RICK S. BLACKALL, JR.
SIDENT AND TREASURER

April 11, 1945

Mr. Jay R. Benton, Chairman,
Greater Boston Development Committee,
160 Congress Street,
Boston 10, Massachusetts.

Dear Mr. Benton:

Thank you for your letter of April 9th.

I shall be happy to accept your invitation to be a head table guest at the luncheon at the Copley-Plaza on Tuesday, April 17th, at 12:15 p.m.

With all good wishes and with kind regards, I am

Very faithfully yours,

Frederick S. Blackall, Jr.,
President & Treasurer

FSBjr/B

Ticket 1224

R 12 1945

[illegible]

CROMPTON & KNOWLES LOOM WORKS
EXECUTIVE OFFICES
WORCESTER, MASSACHUSETTS

JOHN F. TINSLEY
PRESIDENT

April 10, 1945

Dear Mr. Benton:

Thank you for your letter of April 9th inviting me to be a head table guest at the luncheon being sponsored by the Greater Boston Development Committee, to be held in the Main Ballroom of the Copley Plaza on Tuesday, April 17th, at 12:15 p.m., when the principal speaker will be Hon. Joseph P. Kennedy, former Ambassador to Great Britain.

I am very pleased to accept your invitation and appreciate your courtesy.

Very sincerely yours,
John F. Tinsley

Jay R. Benton
160 Congress Street
Boston 10, Massachusetts

Ticket No. 8
Sent

TON REAL ESTATE BOARD *Incorporated*

AL ASSOCIATION OF REAL ESTATE BOARDS • NATIONAL ASSOCIATION OF BUILDING OWNERS AND MANAGERS • MASSACHUSETTS ASSOCIATION OF REAL ESTATE

SEVEN WATER STREET BOSTON 9 MASSACHUSE

NATIONAL ASSOCIATION OF REAL ESTATE BOARDS
REALTORS
ARE ACTIVE MEMBERS OF CONSTITUENT BOARDS

ND
BLOM
OX
ident

Telephone LAFAYETTE 2910

File
Rec . Be
APR 11
Attended

April 10, 1945

Jay R. Benton, Chairman
Greater Boston Development Committee
160 Congress St.
Boston 10, Mass.

Dear Mr. Benton:

I appreciate your kind invitation to attend the luncheon to be held at the Copley Plaza Tuesday, April 17th, and accept with pleasure.

Sincerely,

Robert F Hayland

President.

B

Ticket 307

acct

The Commonwealth of Massachusetts
State Planning Board
11 Beacon Street, Boston 8

—also, Authorized by Chapter 278 of the Acts of 1936 to act jointly with commissions or individuals designated by other New England States and New York in formulating compacts for the development and improvement of natural waterways common to any two or more of said states.

April 10, 1945

File
Received
Attended to viz:

Colonel Jay R. Benton, Chairman
Greater Boston Development Commission
80 Federal Street
Boston 10, Massachusetts

Dear Colonel Benton:

I shall be very happy to be a head table guest at the luncheon being sponsored by the Greater Boston Development Committee at the Copley Plaza on Tuesday, April 17, at 12:15 o'clock, and shall look forward to hearing former Ambassador Kennedy at that time.

Incidentally I had an opportunity this morning when addressing the Women's City Club to give a boost to the Port Authority Bill. It will do no harm and may do some good. They were very receptive and I think will translate their approval into action.

Sincerely yours,

Elisabeth M Herlihy

(Miss) Elisabeth M. Herlihy
Chairman

EMH:M

Ticket 305
sent

thy Kraus 246 Fairmount Avenue · Hyde Park, Massachuset
e Hyde Park 2234

April 11, 1945

Mr. Jay R. Benton
160 Congress St.
Boston 10, Mass.,

Dear Mr. Benton:

I am delighted to accept your invitation to be a head table guest at the luncheon sponsored by the Greater Boston Development Committee on Tuesday, April 17th at the Copley Plaza Hotel.

With kindest personal regards, I am

Very cordially yours,

Dorothy Kraus

Dorothy Kraus

Mrs. Benjamin F. Kraus

Public Relations Consultant

GREATER BOSTON DEVELOPMENT COMMITTEE
80 FEDERAL STREET, BOSTON 10, MASSACHUSETTS
Telephone Hancock 1250
Action Today to Achieve the Boston of Tomorrow

BENTON
men
C. BRETT
C C. CHURCH
ODGKINSON
M K. JACKSON

ES FRANCIS ADAMS

ES E. LEE

April 10, 1945

A cordial invitation is extended to you to be our guest at an important luncheon being sponsored by the Greater Boston Development Committee and to be held in the Main Ballroom at the Copley Plaza on Tuesday, April 17th.

The principal speaker will be Hon. Joseph P. Kennedy, former Ambassador to Great Britain.

We should also like to have you attend a small reception prior to the luncheon to be held in Suite 123 on the second floor of the Copley Plaza and to meet Mr. Kennedy at that time. This private reception will start at 11:45 A.M., promptly.

Since the time is short, it will be appreciated if you will write me as to your acceptance as soon as convenient.

Sincerely yours,

Chairman

Jay R. Benton
160 Congress Street
Boston 10, Mass.

JRB:BCC

CITY OF CAMBRIDGE
MASSACHUSETTS
OFFICE OF THE MAYOR

JOHN H. CORCORAN
MAYOR

April 12, 1945

Jay R. Benton, Chairman
Greater Boston Development Committee
80 Federal Street
Boston 10, Massachusetts

Dear Sir:

I accept with pleasure your kind invitation to attend the reception to be tendered to the Honorable Joseph P. Kennedy at the Copley Plaza Hotel on Tuesday, April 17, at 11:45 a.m. in Suite 123 by the Greater Boston Development Committee.

I also accept with pleasure your cordial invitation to luncheon in the Main Ballroom on that date.

Thank you very much for your courtesy in inviting me.

Sincerely yours,

John H. Corcoran

John H. Corcoran
Mayor

Ticket #341
sent April 13, 1945

CITY OF CAMBRIDGE
MASSACHUSETTS
EXECUTIVE DEPARTMENT

JOHN B. ATKINSON
CITY MANAGER

April 11, 1945

Mr. Jay R. Benton, Chairman
Greater Boston Development Committee
160 Congress Street
Boston 10, Mass.

Dear Mr. Benton:

Thank you so kindly for your invitation for Tuesday, April 17th. I shall be most happy to join you at 11:45 in Suite 123 at the Copley Plaza.

Very truly yours,

John B. Atkinson

John B. Atkinson
City Manager

JBA:M

[illegible]

CITY OF MALDEN
MASSACHUSETTS

D. McCARTHY
Mayor

April 13, 1945

Mr. Jay R. Benton
160 Congress Street
Boston 10, Massachusetts

Dear Mr. Benton:

I was very pleased to receive an invitation to the luncheon being sponsored by the Greater Boston Development Committee next Tuesday at the Copley Plaza. I should like to attend and shall make every effort to do so.

Sincerely yours,

J D McCarthy
Mayor

JDM:JM

Ticket # 346
[illegible]

OFFICE OF THE MAYOR

CITY OF EVERETT
MASSACHUSETTS

FRANK E. LEWIS
MAYOR

ALEXANDER D. HARRY
SECRETARY

April 11, 1945.

Jay R. Benton, Chairman,
Greater Boston Development Committee,
80 Federal Street,
Boston 10, Massachusetts.

Dear Mr. Benton:

Thank you for your cordial invitation to attend the luncheon which is being sponsored by the Greater Boston Development Committee and to be held in the Main Ballroom at the Copley Plaza on Tuesday, April 17th; also the reception prior to the luncheon, to be held in Suite 123 on the second floor of the Copley Plaza at 11:45 A. M.

I shall be very happy to be with you on both these occasions.

Sincerely yours,

Frank E. Lewis
Mayor.

FEL:T

Ticket 340
sent

APR 13 1945

City of Medford

MAYOR'S OFFICE

Medford, Mass.

WALTER E. LAWRENCE
MAYOR

April 16, 1945

Mr. Jay R. Benton, Chairman
Greater Boston Development Committee
160 Congress Street
Boston 10, Mass.

Dear Mr. Benton:-

May I express to you my thanks and appreciation for your very kind invitation to attend the luncheon in the main ballroom at the Copley Plaza on Tuesday, April 17th and to meet the former Ambassador to Great Britain, Hon. Joseph P. Kennedy.

I am planning to be present and look forward to the occasion with pleasure.

Very truly yours,

Walter E. Lawrence
MAYOR

WEL:mg

CITY OF WALTHAM

MASSACHUSETTS

FICE OF THE MAYOR
JOHN F. DEVANE

April 11, 1945.

Jay R. Benton, Chairman
Greater Boston Development Committee
160 Congress Street
Boston, 10, Massachusetts.

Dear Mr. Benton:

Thank you very much for your letter inviting me to attend the private reception and luncheon of your organization on April 17th at the Copley Plaza Hotel.

I shall be very happy to attend and am looking forward to meeting Hon. Joseph P. Kennedy and enjoying a pleasant few hours with your group.

Very truly yours,

John F. Devane

MAYOR

JFD/MRM

APR 12 1945

UTIVE DEPARTMENT

AUL M. GODDARD
MAYOR

City of Newton, Massachusetts
Incorporated 1873

City Hall
Commonwealth Avenue and Walnut Street

TELEPHONE
BIGELOW 47

April 11, 1945.

Mr. Jay R. Benton
160 Congress Street
Boston 10 Mass.

Dear Mr. Benton:

This will acknowledge receipt of your kind invitation for Mayor Goddard to be a guest of the Greater Boston Development Committee at the luncheon to be held at the Copley Plaza on April 17th.

At present Mayor Goddard is out of the State and will not return until after the date of your luncheon, and therefore will be unable to attend.

Very sincerely yours,

Harold F. Young

Secretary

April 9, 1945

Mr. Laurence B. Flint
80 Smith Road
Milton 86, Massachusetts

Dear Mr. Flint:

At the big Luncheon that is to be held in the Main Ballroom of the Copley Plaza next Tuesday, April 17th, at which occasion Hon. Joseph P. Kennedy, former Ambassador to Great Britain, will be the principal speaker, invitations to be our guests are being sent to the Mayors of the cities in Metropolitan Boston, and we are also asking them to meet Mr. Kennedy at a small reception to be held before the Luncheon.

I am pleased also to ask you to be our guest and ask that you also attend the reception and see that the Mayors are introduced properly to Mr. Kennedy. I will appreciate it if you will write me if you can accept.

Sincerely yours,

Jay R. Benton
160 Congress Street
Boston 10, Mass.

JRB:BCC

1ST VICE-PRESIDENT
HON. FRANK E. LEWIS
CITY HALL, EVERETT

PRESIDENT
HON. ALEXANDER C. MURRAY
CITY HALL, FALL RIVER
FALL RIVER 2-6672

2ND VICE-PRESIDENT
HON. JOHN H. CORCORAN
CITY HALL, CAMBRIDGE

MAYORS CLUB OF MASSACHUSETTS

SECRETARY-TREASURER
LAURENCE B. FLINT
80 SMITH ROAD, MILTON
TEL. HYDE PARK 0271

LEGISLATIVE AGENT
LAURENCE B. FLINT

BOARD OF DIRECTORS
IAIRMAN
RAYMOND E. CAREY
:VERE
I. ALBION ANDERSON, JR.
RINGFIELD
OSCAR R. ANDERHOLM
ARDNER
WILLIAM A. BENNETT
ORCESTER
JOSEPH H. DOWNEY
ROCKTON
JAMES FALLON
TTSFIELD
WILLIAM E. KANE
'OBURN
DANIEL E. MCLEAN
EVERLY
JAMES P. MEEHAN
AWRENCE
HIS EXCELLENCY
ERNOR MAURICE J. TOBIN
BOSTON

LEGISLATIVE COMMITTEE
CHAIRMAN
. RAYMOND E. CAREY
REVERE
. WILLIAM A. BENNETT
WORCESTER
. EDWARD A. COFFEY
SALEM
. WALTER E. LAWRENCE
MEDFORD
. FRANK E. LEWIS
EVERETT
. JAMES P. MEEHAN
LAWRENCE
. BERNARD L. SULLIVAN
CHELSEA

File

Received - Benton
APR 11 1945
Attended to viz:

April 9, 1945.

Hon. Jay R. Benton,
Chairman, Greater Boston Development Committee,
80 Federal Street,
Boston,
Massachusetts.

Dear Mr. Benton:

It will give me much pleasure to accept the kind invitation of the Greater Boston Development Committee to attend the luncheon at the Copley Plaza, on Tuesday, April the seventeenth and to assist in introducing the mayors to Mr. Kennedy, at the reception to be held before the luncheon, in suite 123, second floor.

I assume that the luncheon will be at the usual hour at one o'clock; if otherwise will you kindly inform me.

I am taking the liberty to enclose a list of all the mayors in the Commonwealth, with their telephone numbers, should occasion require you to contact them.

Thanking you for the kind invitation, I am,

Sincerely yours,

Laurence B. Flint

Laurence B. Flint,
secretary.

Ticket #314
sent Apl 11.

April 9, 1945

Mr. Daniel Tyler, Jr., President
Massachusetts Selectmen's Association
26 Stetson Street
Brookline 46, Massachusetts

Dear Dan:

For the big Luncheon to be held at the Main Ballroom of the Copley Plaza next Tuesday, April 17th, when Joseph P. Kennedy, former Ambassador to Great Britain, is to be the principal speaker, we are sending invitations to the Chairmen of Boards of Selectmen in Metropolitan Boston to be our guests and to meet Mr. Kennedy -- a small reception to be held before the Luncheon.

I write for you also to be our guest and to be present at the reception and see that the Chairmen are properly introduced to Mr. Kennedy. Please let me know if you can do this.

Sincerely yours,

Jay R. Benton
160 Congress Street
Boston 10, Mass.

JRB:BCC

The National
Shawmut Bank
of Boston

CAPITAL $ 10,000,000
SURPLUS $ 20,000,000

IN REPLY PLEASE REFER TO

April 11, 1945

DTjr/jb

Dear Jay:

I shall be pleased to attend the luncheon at the Copley Plaza and appreciate the invitation.

It will be fine if a large number of Chairmen of Selectmen are present, and I shall do everything I can to help you with the meeting.

Very truly yours,

Daniel Tyler. Jr.

Daniel Tyler, Jr.
~~Assistant Cashier~~

Mr. Jay R. Benton
160 Congress Street
Boston 10, Massachusetts

Ticket #319

OFFICE OF THE BOARD OF SELECTMEN

LIAM F. DAVIS, Jr.
MILITARY SERVICE
SCOE O. ELLIOTT
ILITARY SUBSTITUTE)
CHAIRMAN
SEPH PETERSON
LLIAM C. ADAMS

Town of Arlington
MASSACHUSETTS

JAMES J. GOLDEN, J
SECRETARY
OFFICE HOURS
9 A. M. TO 5 P. M.
SATURDAYS 9 A. M. TO
TEL. ARLINGTON 02

April 11, 1945

Mr. Jay R. Benton, Chairman
Greater Boston Development Committee
160 Congress Street
Boston 10, Mass.

Dear Sir:

We wish to acknowledge the kind invitation of the Greater Boston Development Committee extended to the Chairman of the Board of Selectmen to be its guest at the luncheon to be held at the Copley Plaza on Tuesday, April 17, 1945, and to advise that Mr. Roscoe O. Elliott, who has succeeded Mr. Adams as Chairman of our Board, will be in attendance on this occasion as the representative of the Town of Arlington.

With sincere thanks and best wishes for a successful meeting, we are,

Very truly yours,
Board of Selectmen

James J. Golden
Secretary

G:A

Ticket #316

Sent APR 12 1945

TOWN OF HINGHAM
MASSACHUSETTS
U. S. A.

FFICE OF
.ECTMEN

April 11, 1945

Mr. Jay R. Benton, Chairman
Greater Boston Development Committee
160 Congress Street
Boston 10, Massachusetts

Dear Mr. Benton:

It gives me great pleasure to accept the cordial invitation extended by you in your letter of April 10 to attend the important luncheon being sponsored by your committee to be held in the Main Ballroom of the Copley Plaza on Tuesday, April 17.

I shall also endeavor toattend the reception before the luncheon in Suite 123 on the second floor of the Copley Plaza in order to meet Hon. Joseph P. Kennedy, who is to be the principal speaker.

Thanking you again, I remain

Very truly yours

G. A. Cole
Chairman
Board of Selectmen

GAC-a

APR 12 1945

Town of Brookline
Selectmen's Office
Brookline, Mass.

April 13, 1945

Mr. Jay R. Benton
160 Congress Street
Boston, 10, Massachusetts

Dear Mr. Benton:

Thank you for your kind invitation to attend the luncheon being sponsored by the Greater Boston Development Committee, which is to be held in the Main Ballroom at the Copley Plaza on Tuesday, April 17th.

I am planning to be present at the luncheon and also the reception to Joseph P. Kennedy, prior thereto.

Sincerely yours,

Hickey, Jr.

Chairman

WJH:mp

Ticket 345
Sent

APR 16 1945

The **TOWN OF NORWOOD**
Commonwealth of Massachusetts

THE SELECTMEN
CHARLES F. HOLMAN, *Chairman*
HARRY B. BUTTERS
STURE NELSON
MICHAEL J. CURRAN
H. WILLIAM ANDERSON

WALTER A. BLASENAK, *Clerk*

April 11, 1945

Greater Boston Development Committee
80 Federal Street
Boston 10, Massachusetts

Attention: Jay R. Benton, Chairman

Dear Sir:

Charles F. Holman, Chairman of the Board of Selectmen, has requested me to acknowledge receipt of your invitation to attend a luncheon sponsored by the Greater Boston Development Committee on Tuesday, April 17, 1945.

Mr. Holman regrets that he is unable to attend this luncheon as he is a member of the present Legislature and finds it impossible due to the pressure of his office, to attend this luncheon. However, he will have a representative of the Board of Selectmen of the Town of Norwood attend this luncheon.

Very truly yours,

BOARD OF SELECTMEN

BY Walter A Blasenak
Clerk

WAB:RMT

Ticket 331
sent April 12, 1945

OFFICE OF
SELECTMEN
ADMINISTRATION BUILDING
WATERTOWN :: MASS.

April 11, 1945

Mr. Jay R. Benton,
Chairman, Greater Boston Development Comm.,
80 Federal Street,
Boston, Massachusetts

Dear Mr. Benton:

I accept with pleasure your kind invitation for the reception at 11.45 A.M. and luncheon on Tuesday, April 17th, 1945.

Very truly yours,

Edward C. Webster

Edward C. Webster
Chairman, Board of Selectmen

ECW:HES

Ticket 353

APR 12 1945

TOWN OF NEEDHAM
MASSACHUSETTS
BOARD OF SELECTMEN

April 12, 1945.

Mr. Jay R. Benton, Chairman
Greater Boston Development Committee
160 Congress Street
Boston 10, Massachusetts.

Dear Mr. Benton:

This will acknowledge and thank you for your cordial invitation to the luncheon to be held on Tuesday, April 17, at the Copley-Plaza.

I shall plan to attend the luncheon and the reception to the Honorable Joseph B. Kennedy.

Very truly yours,

George A. Potter

George A. Potter,
Chairman

[illegible]

APR [illegible] 1945

PLEASE ADDRESS ALL COMMUNICATIONS TO THE BOARD OF SELECTMEN

TOWN OF WINCHESTER
MASSACHUSETTS

.PH H. BONNELL, CHR.
.IOTT F. CAMERON
/MOND C. DEXTER
-RED J. HIGGINS
BERT W. MACARTHUR

GEORGE W. FRANKLIN
EXECUTIVE CLERK

MARY F. FRENCH
SECRETARY

TEL. WINCHESTER 1102

OFFICE OF THE SELECTMEN
TOWN HALL

April 12,1945

Mr. Jay R. Benton, Chairman
Greater Boston Development Comm.
160 Congress Street
Boston 10, Massachusetts.

Dear Mr. Benton:

Your invitation to attend the reception to Mr. Kennedy and the luncheon following on Tuesday April 17th. will have the attention of our Board at its next meeting on Monday the 16th.

Our Board will be represented, but at the present writing we cannot say who the member will be, but in all probability it will be the chairman.

Very truly yours,

George W. Franklin
George W. Franklin
Executive Clerk

GWF:F

Ticket # [illegible] [illegible] probably Bonnell

[illegible] 1945

F. BATCHELDER
WALTER SMITH
CHAIRMAN
GERVAISE J. CARL

OWN OF WINTHROP
MASSACHUSETTS

1852

OFFICE OF BOARD OF SELECTMEN
TOWN HALL, WINTHROP
CHARLES A. HAGMAN, CLERK

BOARD MEETS MONDAY EVENINGS AT THE TOWN HALL

Winthrop, April 12, 1945.

Mr. Jay R. Benton, Chairman,
Greater Boston Development Committee,
106 Congress Street,
Boston, Mass.

Dear Sir:

I accept with pleasure the invitation to attend luncheon to be held in Main Ballroom at Copley Plaza on Tuesday, April 17th. I will also attend receiption prior to luncheon in Suite #123, at 11:45 a.m.

Yours very truly,

Walter Smith

Chairman, Board of Selectmen.

Ticket 344

Sent

APR [illegible] 1945

TOWN HALL

WAKEFIELD

MASSACHUSETTS

April 13, 1945

Mr. Jay R. Benton, Chairman
Greater Boston Development Committee
160 Contress Street
Boston, Massachusetts

Dear Mr. Benton:

Your kind invitation to be your guest at a luncheon sponsored by the Greater Boston Development Committee in the Main Ballroom at the Copley Plaza on Tuesday, April 17, is hereby accepted.

I will plan to attend in time to attend the small reception to be held in Suite 123 on the second floor of the Copley Plaza and have the pleasure of meeting Honorable Joseph P. Kennedy.

Sincerely yours,

Richard M. Davis

RMD:EA

Richard M. Davis
Chairman
Board of Selectmen
Wakefield, Mass.

Ticket
sent

MORNING AND SUNDAY
THE BOSTON HERALD
BY THE BOSTON HERALD TRAVELER CORPORATION

EVENING
Boston Traveler
IN THE COMMONWEALTH OF MASSACHUSETTS

April 11, 1945

160 Congress

Jay R. Benton, Esq., Chairman
Greater Boston
Development Committee
80 Federal Street
Boston 10, Massachusetts

Dear Mr. Benton:

I am very happy to accept your invitation to be present at the reception in Suite 123, the Copley Plaza, at 11:45 Tuesday, April 17th, and the luncheon following, in honor of Mr. Joseph P. Kennedy.

Sincerely yours,

Robert Choate

Robert Choate
Publisher

RBC:b

APR 12 1945

DAILY RECORD BOSTON AMERICAN EVENING
SUNDAY ADVERTISER
BOSTON 6, MASSACHUSETTS

OFFICE OF
THE PUBLISHER

April 15, 1945.

Mr. Jay R. Benton
Chairman
Greater Boston Development Committee
160 Congress Street
Boston, Massachusetts

Dear Mr. Benton:

This will acknowledge and thank you for the invitation to the luncheon next Tuesday, April 17th, at which Hon. Joseph P. Kennedy will speak.

Unless something unforeseen develops, I will meet you at Suite 123 at the Copley Plaza sometime between 11:45 and 12 o'clock.

Yours sincerely,

H. G. Kern

km

[illegible]

THE CHRISTIAN SCIENCE PUBLISHING SOCIETY
ONE, NORWAY STREET
BOSTON 15, MASSACHUSETTS
CABLE ADDRESS "SCIENCE BOSTON"

OFFICE OF THE MANAGER

PUBLISHERS OF
THE CHRISTIAN SCIENCE JOURNAL
CHRISTIAN SCIENCE QUARTERLY
CHRISTIAN SCIENCE SENTINEL
THE HERALD OF CHRISTIAN SCIENCE
THE CHRISTIAN SCIENCE MONITOR

April 11, 1945

Mr. Jay R. Benton
160 Congress Street
Boston 10
Massachusetts

Dear Mr. Benton:

Thank you very much for your kind invitation to a luncheon and reception on Tuesday, April 17th, at the Copley Plaza. I am happy to accept and shall be accompanied by Mr. Arthur W. Eckman, our General Counsel.

With cordial good wishes,

Sincerely yours,

John H Hoagland

John H. Hoagland
Manager

JHH
L/b

L ORGAN OF THE
OCESE OF BOSTON

TELEPHONES HUBBARD 431 431 431

The Pilot
49 FRANKLIN STREET
BOSTON, MASS.

April 11,1945.

Mr. Jay R. Benton,
160 Congress Street,
Boston, 10 Mass.

Dear Mr. Benton:

Your letter inviting Rev. John S. Sexton to the luncheon of the Greater Boston Development Committee was received this morning. As Fr. is out of town, I think it is safe to accept. Should he be unable to make it, we will call your office on Monday.

Thanking you, we remain,

THE PILOT PUBLISHING CO.

by EMC

[illegible] 3-12-45

ESTABLISHED IN 1900

THE JEWISH ADVOCATE
Published in English
BOSTON, MASSACHUSETTS

OFFICE OF THE EDITOR AND PUBLISHER
DR. ALEXANDER BRIN

251 CAUSEWAY STREET
CAPITOL 5130

April 11, 1945

Honorable Jay R. Benton
160 Congress Street
Boston, Massachusetts

Dear Mr. Benton:

Thank you very kindly for the invitation to the luncheon scheduled for the Copley Plaza on the 17th.

While I am leaving for San Francisco on that very evening, I consider your affair of sufficient importance, and I do plan to be with the group at 11:45 A.M.

Very cordially,

Alexander Brin

ab;bby

Ticket 529

Sent APR 12 1945

The Boston Post

ESTABLISHED 1831

RICHARD GROZIER, EDITOR AND PUBLISHER BOSTON, MASS.

April 12, 1945.

Mr. Jay R. Benton, Chairman,
Greater Boston Development Committee,
160 Congress Street,
Boston 10, Mass.

Dear Mr. Benton:

I wish to express my appreciation to you and your committee for the very kind invitation to be your guest at the luncheon to be held in the Main Ballroom of the Copley Plaza on Tuesday, April 17, at which time the Hon. Joseph P. Kennedy is to be the principal speaker.

I regret that I will be unable to attend the luncheon and the reception which is to precede it, as a very important commitment will prevent my being with you.

This, I know, will be a very interesting and instructive occasion, and arrangements are being made for other Post executives to be at the luncheon.

Yours very truly,

W. F. Carley

President and General Manager.

WFC:F

WEEI
COLUMBIA BROADCASTING SYSTEM, INC.
182 TREMONT STREET, BOSTON, MASSACHUSETTS

HUBBARD 2323

OFFICE OF
H. E. FELLOWS
GENERAL MANAGER

April 12, 1945

Mr. Jay R. Benton
160 Congress Street
Boston 10, Massachusetts

Dear Mr. Benton:

Mr. Fellows has asked me to thank you for your kind invitation and to tell you that he will be very glad to be a guest of the Greater Boston Development Committee at the reception to Honorable Joseph P. Kennedy and at the luncheon, at the Copley-Plaza Hotel, on Tuesday, April 17.

Sincerely yours,

Florence Mitchell

Secretary to Mr. Fellows

HEF/FJM

Ticket [illegible]
sent

Represented by RADIO SALES - NEW YORK · CHICAGO · DETROIT · CHARLOTTE, N. C. · LOS ANGELES · SAN FRANCISCO · ST. LOUIS

THE YANKEE NETWORK

OFFICE OF
CHAIRMAN OF THE BOARD

21 BROOKLINE AVENUE
BOSTON, MASSACHUSETTS

April 11, 1945

Mr. J. R. Benton
160 Congress Street
Boston 10, Massachusetts

My dear Mr. Benton:

I greatly appreciate the invitation extended in your letter of April 10th and I am looking forward to seeing you in Suite 123 at 11:45 A.M., Tuesday, April 17th.

Very sincerely,

John Shepard, 3rd.
John Shepard,3rd

mek

[illegible]

[illegible]

APR 12 1945

WBZ-WBZA

WESTINGHOUSE RADIO STATIONS INC · BOSTON

April
11th,
19 45.

Mr. Jay R. Benton, Chairman
Greater Boston Development Committee
80 Federal Street
Boston 10, Massachusetts.

Dear Mr. Benton:

Thank you very much for your invitation to be your guest at the luncheon being sponsored by the Greater Boston Development Committee to be held in the Main Ballroom at the Copley Plaza on Tuesday, April 17th, at which the principal speaker will be the Hon. Joseph P. Kennedy, former Ambassador to Great Britain. I will be happy to attend this luncheon, and also to attend the reception prior to the luncheon to be held in Suite 123 on the second floor of the Copley Plaza to meet Mr. Kennedy.

I am looking forward to both the reception and the luncheon meeting with a great deal of pleasure.

Sincerely,

CS Young

C. S. Young
GENERAL MANAGER

rm

Ticket 23

Sent

APR 12 1945

MEMBER OF NATIONAL ASSOCIATION OF BROADCASTERS

Broadcast Station
WMEX
OWNED AND OPERATED BY THE NORTHERN CORPORATION

WMEX Building
70 BROOKLINE AVENUE, BOSTON
TELEPHONE COMMONWEALTH 3900

April 12,1945

Jay R.Benton,Chairman
160 Congress Street
Boston 10,Mass.

Dear Mr.Benton:

I accept, with sincere pleasure, your kind invitation to attend reception and luncheon on Tuesday, April 17th at the Copley Plaza Hotel.

I shall be in Suite 123 at 11.45 A.M. promptly.

Cordially,

Bill Poté

WSP/MM

Wm.S.Pote',Director

Ticket # 337
sent

A Cowles Station

WCOP

MASSACHUSETTS BROADCASTING CORPORATION

COPLEY PLAZA HOTEL
BOSTON 16, MASS.

April 12, 1945

Mr. Jay R. Benton, Chairman
Greater Boston Development Committee
160 Congress Street
Boston 10, Massachusetts

Dear Mr. Benton:

This will acknowledge receipt of your letter of April 10th, addressed to Mr. George Lasker, General Manager of WCOP. For your information, Mr. Lasker is no longer affiliated with WCOP and I would appreciate your correcting your records to this effect.

As you perhaps know, WCOP is greatly interested in the Greater Boston Development project and has already had one series of Round Table Discussions concerning the project, over the air.

It is our desire to do as big a public service job as possible on behalf of your Committee, as we are most anxious to see Boston grow and become one of the outstanding cities in the world and WCOP is eager to be an integral part of Boston by helping in every way possible.

Sincerely yours,

RADIO STATION W C O P

A N Armstrong Jr

A. N. Armstrong, Jr.
General Manager

ANA:NBB

Ticket 334
Sent

APR 13 1945

THE FIRST NATIONAL BANK OF BOSTON
BOSTON 6, MASSACHUSETTS

ES E. SPENCER, JR.
PRESIDENT

April 10, 1945

Mr. Jay R. Benton
160 Congress Street
Boston, Massachusetts

Dear Mr. Benton:

It is very kind of you to invite me to be a head table guest at the luncheon sponsored by the Greater Boston Development Committee which is to be held at the Copley Plaza on Tuesday, April 17. I regret that I will not be able to attend inasmuch as I am to be out of town on that date.

Thanking you for thinking of me, I beg to remain

Yours very truly

C E Spencer

UNITED FRUIT COMPANY
GENERAL OFFICES, ONE FEDERAL STREET
BOSTON 10, MASSACHUSETTS

WILLIAM K. JACKSON
VICE PRESIDENT

10th April 1945

Mr. Jay R. Benton
160 Congress Street
Boston, Massachusetts

Dear Mr. Benton:

I very much appreciate your courteous invitation to be a head table guest at the important luncheon sponsored by the Greater Boston Development Committee, at which Hon. Joseph P. Kennedy will be the principal speaker. Unfortunately I have engagements to be in Washington on that day. I know you will have a very fine and successful meeting.

Yours sincerely,

W K Jackson

FEDERAL RESERVE BANK
OF BOSTON

RALPH E. FLANDERS
PRESIDENT

April 10,1945.

Mr. Jay R. Benton, Chairman,
Greater Boston Development Committee,
80 Federal Street,
Boston 10, Massachusetts.

Dear Mr. Benton:

I am most sorry that I can't be with you on Tuesday, April 17th, for the luncheon to Joe Kennedy. I have another long standing engagement which I cannot break and which will necessitate my absence from the City.

Sincerely yours,

Ralph E. Flanders

President.

A.

THE COMMANDANT
FIRST NAVAL DISTRICT
BOSTON · MASSACHUSETTS

10 April 1945

Mr. Jay R. Benton
160 Congress Street
Boston 10, Massachusetts

Dear Mr. Benton:

I regret very much that I am unable to accept your kind invitation to the luncheon sponsored by the Greater Boston Development Committee on Tuesday, April seventeenth, as I expect to be out of town on that date.

Very sincerely yours,

Felix Gygax
Rear Admiral, U. S. N.

The Commonwealth of Massachusetts
Department of Public Works
Office of the Commissioner

100 Nashua St., Boston

April 12, 1945

Jay R. Benton, Chairman
Greater Boston Development Committee
80 Federal Street
Boston 10, Massachusetts

My dear Benton:

I would certainly be very happy to accept your cordial invitation to the luncheon sponsored by the Greater Boston Development Committee, to be held on Tuesday, April 17th, were it not for the fact that I am convalescing from a recent operation.

You are very fortunate in having such a distinquished speaker as Honorable Joseph P. Kennedy, and I know that the luncheon will be a great success.

Regretting that I cannot be with you and with appreciation of your thoughtfulness in thinking of me, I am

Sincerely yours,

HERMAN A. MacDONALD
Commissioner

Showers Expected This Afternoon

Despite the sunshine of this forenoon the Weather Bureau predicted cloudiness with occasional showers during the afternoon. At 11 o'clock the mercury had climbed to 62 degrees and it was the forecaster's opinion that it would not go much higher.

Clearing weather is promised for tonight.

Tomorrow will be fair with slightly lower temperatures than today, possibly between 55 and 60. Total accumulation of rain from the series of light showers which began last night will be less than half an inch.

Tuesday, April 17, 1945

This was a busy day. Woke up at 4 and turned on the light and drafted notes for my introductions this noon. Up at 7.30 - Breakfast Orange juice - wheat germ - creamed chicken on toast - Iced coffee - at 8.45 came Lyon Carter in his car from Lexington and left me two boxes of choice delphiniums. Rode to town with him - he parked his car at Brattle St. Walked from there to the office - Busy - gave Miss Cook the notes to typewrite the telephone rang incessantly. Left at 10.45 with Everett Lane - took a taxi to the Copley Plaza. Looking over things in the Main Dining Room first. at 11.45 to Suite 123 - for the Reception. Parade formed by Louie Brems at 12.10 - to the Main Dining Room. The luncheon was a sell-out and a complete success.

After it was over, with Joe Kennedy and John Dowd in John Shepard 3rd car to the Studios of W.N.A.C. to listening to the recording of the transcription - With them after tea at 40 Arlington St. Here I took the subway back to town. The office - Getting very hot from noon on - Worked to 4.45. Then the cars all the way home - Leo Leary going along. The front porch - David and Jeanne went out to dinner - Our dinner at 6.45 - Soup. Roast Beef & gravy. Baked Potato - Fried Egg Plant - Green Salad - Milk - Banana shortcake - To bed promptly - naturally quite tired - It rained very hard during the night.

ion Today For
on's Tomorrow"

"Boston can regain its former position as one of the great ports of the world, but history is not made by inaction, indifference and timidity."

Joseph P. Kennedy

Program

of

THE GREATER BOSTON DEVELOPMENT COMMITTEE LUNCHE

Main Ballroom ***Copley Plaza***

Tuesday, April 17th, 1945

JAY R. BENTON
Chairman of the Committee, Presiding

HIS EXCELLENCY, MAURICE J. TOBIN
Governor of the Commonwealth of Massachusetts

HONORABLE JOHN E. KERRIGAN
Mayor of the City of Boston

HONORABLE JOSEPH P. KENNEDY
Former Ambassador to Great Britain

Chairman, Securities Exchange Commission, 1934-35
Chairman, United States Maritime Commission, 1937

Subject: **"Action Today for Boston's Tomorrow**

Through the Courtesy of Commodore Wilfrid N. Derby, District Coast Guard Officer, First Naval District, the United States Coast Guard Band Will Play While Luncheon is Being Served.

GREATER BOSTON DEVELOPMENT COMMITTEE

Chairman: **JAY R. BENTON**—President, Boston Mutual Life Insurance Company

Chairmen: ***ALDEN C. BRETT**—Treasurer, Hood Rubber Company
***FREDERIC C. CHURCH**—Bilt, Dalton and Church
***H. D. HODGKINSON**—Vice-President, William Filene's Sons Company
***WILLIAM K. JACKSON**—President, Boston Chamber of Commerce

IARLES FRANCIS ADAMS—Chairman of Board, State St. Trust Co.
Secretary: ***CHARLES E. LEE**—Manager, Civic Bureau, Boston Chamber of Commerce

---

Names starred are members of the Executive Committee

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ICROFT BEATLEY
ident, Simmons College

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Association of the City of Boston

DERICK W. BLISS
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nt, C. H. Sprague & Sons

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Publisher, Record-American-Sunday Advertiser

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Mayor of the City of Boston

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Member, Boston Planning Board

FRANCIS X. LANG
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Temple Israel

***M. D. LIMING**
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President, Building Trades Employers' Association

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Chairman of Park Commissioners, City of Boston

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New England Manager, F. W. Woolworth Co.

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Lawyer

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President, Boston Retail Liquor Dealers' Association

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Massachusetts Department Commander, American Legion

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WILLIAM T. MORRISSEY
Commissioner of Public Works, City of Boston

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President, Boston College

GEORGE P. NASON
President, Charlestown Five Cents Savings Bank

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President, Hugh Nawn, Incorporated

HENRY J. NICHOLS
Vice President, National Shawmut Bank

HAROLD L. NILES
President, Apartment House Owners Association

PHILIP NICHOLS
Lawyer

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President, First National Stores, Inc.

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President, C. Pappas Company, Inc.

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Chairman, Boston Planning Board

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President, New England Trust Company

SAMUEL PINANSKI
President, M. & P. Theatres Corporation

STEARNS POOR
President, Boston Stock Exchange

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Chairman, Economy Grocery Stores Corporation

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President Metropolitan Coal Company

WILLIAM ARTHUR REILLY
Fire Commissioner, City of Boston

FRANK A. SAWYER
President, City of Boston Cab Association

JOHN SHEPARD, 3rd
General Manager, Radio Station WNAC

JOHN H. SHERBURNE
Lawyer

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MISS PATRICIA T. SPENCER
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President, Advertising Club of Boston

WILLIAM O. TAYLOR
Publisher, Boston Globe

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Governor of the Commonwealth of Massachusetts

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JOSEPH WIGGIN
Lawyer

ROY F. WILLIAMS
Exec. Vice Pres., Associated Industries of Massachusetts

GEORGE C. WISWELL
Chambers & Wiswell, Inc.

CHARLES S. YOUNG
General Manager, Radio Station WBZ

GREATER BOSTON DEVELOPMENT COMMITTEE

Action Today to Achieve the Boston of Tomorrow

OBJECTIVE—To promote united effort and action in carrying out projects for the further development of Boston as a desirable place in which to live and do business.

A TEN-POINT PROGRAM

1. THE PORT OF BOSTON

The Port Authority Bill now before the General Court is the first step to insure that Massac setts shall retain the industrial expansion it has won during the war, and that it shall be rea to share in the increased commerce and business of the post-war period.

2. THE AIRPORT AND AVIATION

On the world timetables of tomorrow, we visualize Boston as a major air terminal—as funnel through which much of the post-war Atlantic traffic will flow. And we see all the ci and towns of the Commonwealth closely linked to Boston by a network of highly develop and strategically located airports.

3. BOSTON'S FINANCIAL SITUATION

City's expenditures and obligations. Methods of Real Estate Assessment. The tax structu

4. MASS TRANSPORTATION

Traffic congestion. Rapid Transit facilities. Highway improvements.

5. HOUSING

Steps to develop practical plans for removing slum areas and to build apartments and homes. Building and occupancy regulations.

6. THE "BOSTON CONTEST"

Considerations of recommendations and plans presented.

7. NEW INDUSTRIES IN BOSTON

Development of definite plans to attract new industries.

8. RE-EMPLOYMENT OF MEN AND WOMEN RETURNING FROM MILITARY SERVICE

9. PUBLIC HEALTH AND SANITATION

10. POPULATION TRENDS

Study causes of shifts in population.

Souvenir Program
courtesy of
Record-American and Sunday Advertiser

HEAD TABLE DIAGRAM

Greater Boston Development Committee

...LUNCHEON...

Main Ball Room, Copley Plaza

TUESDAY, APRIL 17, 1945

LEFT

AUDIENCE

- RALPH M. EASTMAN, Chairman Boston Chamber of Commerce Committee on Aviation.
- EDWARD L. HUBBARD, President, Boston Retail Trade Board President T. D. Whitney Co.
- FRANCIS F. CARMICHAEL, New England Regional Director, C. I. O.
- MISS ELIZABETH M. HERLIHY, Chairman, State Planning Board.
- FREDERICK S. BLACKALL, Jr., President The Taft Peirce Mfg. Co. President, New England Council.
- HAROLD D. HODGKINSON, Vice Pres. Wm. Filene's Sons Co., Vice Chairman Greater Boston Dev. Com.
- ALDEN C. BRETT, Treasurer, Hood Rubber Co., Vice Chairman Greater Boston Dev. Com.
- Hon. JOHN F. FITZGERALD, Former Mayor of Boston, Member Boston Port Authority.
- BRIGADIER GENERAL CALVIN DE WITT, Jr., Commanding Boston Port of Embarkation.
- Hon. CHARLES FRANCIS ADAMS, Chairman of the Board, State Street Trust Co., Vice President, Boston Chamber of Commerce.
- Hon. JOSEPH P. KENNEDY, Former Ambassador to Great Britain
- HIS EXCELLENCY, MAURICE J. TOBIN, Governor of the Commonwealth.
- JAY R. BENTON, President, Boston Mutual Life Insurance Co. Chairman, Greater Boston Development Committee.
- Hon. JOHN E. KERRIGAN, Mayor of Boston.
- Hon. ARTHUR W. COOLIDGE, President of the Massachusetts Senate.
- Hon. JOSEPH B. ELY, Former Governor of Massachusetts, Vice Chairman, Mass. Committee for Port Development.
- Hon. FREDERICK B. WILLIS, Speaker of the Massachusetts House of Representatives.
- COMMODORE WILFRID N. DERBY, District Coast Guard Officer, First Naval District.
- FREDERIC C. CHURCH, Partner, Boit, Dalton & Church, Vice Chairman, Greater Boston Dev. Com.
- JOHN F. TINSLEY, President, Crompton & Knowles Loom Works, Chairman, Massachusetts Committee for Economic Development.
- MRS. BENJAMIN F. KRAUS, Boston City Federations of Organizations
- JOHN L. DELMONTE, President, Central Labor Union of Boston, A. F. of L.
- ROBERT S. WAYLAND, President, Boston Real Estate Exchange.
- DANIEL BLOOMFIELD, Manager, Boston Retail Trade Board, Chairman of the Luncheon Committee.
- JOHN C. DOWD, President, Dowd Advertising Agency, Vice Chairman of the Luncheon Committee.
- CHARLES E. LEE, Manager, Civic Bureau, Boston Chamber of Commerce, Secretary, Greater Boston Dev. Com.

FROM THE OFFICES OF
John C. Dowd, Inc.
ADVERTISING
k Square Building, Boston 16, Mass.

SUGGESTED PROGRAM SCHEDULE

LUNCHEON: GREATER BOSTON DEVELOPMENT
COMMITTEE
TUESDAY - APRIL 17, 1945

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ncert - Part of Boston Band (Foyer) .... 12:00-15 p.m
(Continuing Luncheon Music until 1:00 p.m.)

sembly - Reception to Joseph B. Kennedy, State Suite
(head table guests, newspaper publishers,
radio station managers, mayors and chief
selectmen of surrounding cities and towns) ..... 12:00-15 p.m

ncheon .... 12:15 p.m.

dress of Welcome ...... Mr. Benton .... 1:05-10 p.m
(Thanks to Newspapers, Cartoonists
Yankee Network, others)

yor Kerrigan .... 1:10-15 p.m

vernor Tobin .... 1:15-25 p.m

dio Show Introduction ..... Mr. Benton .... 1:25-30 p.m

DIO BROADCAST .... 1:30-59.30 p

Mr. Benton Introduces Mr. Kennedy ..... 2 to 3 min.
Mr. Kennedy Speaks .... up to 1:59.30
(If short, Mr. Benton should fill radio time)

eting Ends.. 2:00 p.m.

RE: THE MAYOR

QUITE EARLY IN THE FORMATION OF THE BOSTON COMMITTEE THE THEN PRESIDENT OF THE CITY COUNCIL BECAME A MEMBER. SINCE THEN HE HAS BECOME THE MAYOR.

BY HIS PUBLIC ADDRESSES AND OFFICIAL ACTS, HE HAS ALREADY SHOWN THAT HE IS FULLY AWARE THAT MUCH NEEDS TO BE DONE ABOUT THE CITY OF BOSTON. HE IS YOUNG, VIGOROUS, AND CAN BE OF GREAT HELP IN THE SERIOUS WORK THAT LIES AHEAD.

I INTRODUCE HIS HONOR

JOHN E. KERRIGAN

THE MAYOR OF BOSTON

RE: THE GOVERNOR

WITH THE DEVELOPMENT OF THE COMMONWEALTH, THE TENDENCY TO CENTRALIZATION, AND THE INCREASING POWER AND RESPONSIBILITY OF THE EXECUTIVE, THE OFFICE OF GOVERNO BECOMES MORE AND MORE IMPORTANT, LABORIOUS, AND INTRICATE.

WHILE CERTAIN ACTS OR INCIDENTS -- VERY OFTEN UNIMPORTANT IN THEMSELVES - CATCH THE PUBLIC EYE, THE FACT IS THE REAL WORK OF A GOVERNOR IS CHIEFLY THAT OF WHICH THE PEOPLE HEAR NOTHING -- THE ROUTINE OF ADMINISTRATION, THE CONFERENCES IN THE EXECUTIVE CHAMBER, THE CAREFUL SELECTION OF STATE OFFICERS, AND THE CLOSE SUPERVISION OF THE DIFFERENT DEPARTMENTS. THE VARIED INTERESTS OF THE COMMONWEALTH DEMAND MUCH OF THE GOVERNOR. THE PRESENT CHIEF EXECUTIVE HAS OUR BEST WISHES AND WE KNOW HE WILL DISCHARGE HIS DUTIES CONSCIENTIOUSLY AND INTELLIGENTLY. FROM THE VERY OUTSET HE HAS TAKEN A KEEN INTEREST IN THE WORK OF THE BOSTON COMMITTEE. HE WAS AMONG THE VERY FIRST TO JOIN THE COMMITTEE -- THIS WHEN HE WAS MAYOR OF BOSTON, AND WHEN HE WAS ELECTED TO THE OFFICE OF GOVERNOR IT WAS HIS DESIRE THAT HE CONTINUE ON AS A MEMBER. THIS WAS TO BE EXPECTED FROM A MAN OF HIS NATURE, INHERITANCE, AND TRAINING.

THE LARGE AND PERMANENT INTERESTS OF BOSTON AND OF THE STATE ARE EXTREMELY IMPORTANT TO HIM AND THOSE INTERESTS HE WISHES TO PROMOTE WITH ALL THE POWER AT HIS COMMAND.

I INTRODUCE HIS EXCELLENCY

MAURICE J. TOBIN

GOVERNOR OF THE COMMONWEALTH

RE: KENNEDY

WE NOW COME TO THE GUEST OF HONOR AND PRINCIPAL SPEAKER OF THE AFTERNOON. THIRTY-FIVE YEARS AGO THIS SUMMER HE BROUGHT A BASEBALL TEAM OF SCHOOL AND COLLEGE STARS OVER FROM HULL TO NORTH SCITUATE BEACH TO PLAY THE HATHERLY CLUB. THIS WAS THE LOW MARK IN HIS LONG CAREER. HE MAY TELL YOU ABOUT IT IF HE CARES TO DO SO. EVERY STEP SINCE THEN HAS ALWAYS BEEN UPWARD AND ALWAYS BRILLIANT. HIS ACCOMPLISHMENTS HAVE BEEN EXTRAORDINARY. HIS ABILITY IN STATE-CRAFT HAS BEEN OF THE HIGHEST ORDER. HIS ATTAINMENTS IN THE FIELD OF BUSINESS OUTSTANDING. FORTUNATE THE COMMUNITY WHOSE YOUTHS FIND INSPIRATION IN THIS MAN'S CAREER.

SUCH A SUCCESSFUL MAN IS THE PRODUCT OF HEREDITY, ENDOWMENT, EDUCATION, AND THE TIMES. HE HAS ALWAYS TYPIFIED THE CHARACTERISTICS OF THE RACE FROM WHICH HE SPRANG. WHILE HIS WORK IN RECENT YEARS HAS BEEN IN THE NATION'S CAPITOL AND OTHER SECTIONS OF THE COUNTRY, HIS HEART HAS ALWAYS BEEN HERE IN THE CITY WHERE HE WAS BORN. HE IS TREMENDOUSLY INTERESTED IN THE WORK OF OUR BOSTON COMMITTEE, IN WHAT WE ARE ENDEAVORING TO DO, IN OUR HOPES AND ASPIRATIONS. HIS VISION OF THE NEEDS OF THIS SECTION ARE WIDE AND ACCURATE. HIS COMING HERE TO SPEAK OUT HIS MIND SHOULD GIVE THE CAUSE A GREAT IMPETUS.

IT IS A PRIVILEGE TO PRESENT OUR FORMER AMBASSADOR TO GREAT BRITAIN, FORMER CHAIRMAN OF THE SECURITIES EXCHANGE COMMISSION, FORMER CHAIRMAN OF THE U. S. MARITIME COMMISSION -- BOSTON'S OWN --

THE HON. JOSEPH P. KENNEDY

AT LUNCHEON—Gov. Tobin, Joseph P. Kennedy (center) and Jay R. Benton, at the luncheon meeting of the Greate Boston Development Committee at the Copley Plaza.

Kennedy Asks Greater Hub Development

Modern Air, Ship Ports Needed

Joseph P. Kennedy, former U. S. ambassador to Great Britain and one-time U. S. Maritime Commissioner, told the Greater Boston Development Committee here today that the future of Boston as a prosperous are amust be predicated on a modern airport, on the financing and development of new industry to provide cargo, and on new and modern port facilities.

Speaking at a Copley Plaza luncheon, he said that proposals to operate Boston's own ships out of this port are entirely unjustified. "Ships will be a dime a dozen after the war," he said, "with the United States owning more than 5000 vessels, or over half the tonnage of the world."

MUST DEVELOP PORT

Kennedy said that "these ships will serve you abundantly if you make it worth their while by creating cargoes. Your own ships, if perchance you should operate them, will rot at the piers unless you leave cargoes for them.

"There fore your prime need, as I see it, to develop the port is to augment traffic from industries now located here, and to create traffic by financing and developing new industry.

"Shippers will use your port," he declared, "if it is the best equipped, and shipping managers will make this their major port if you give them the cargo."

AIRPORT NEEDS

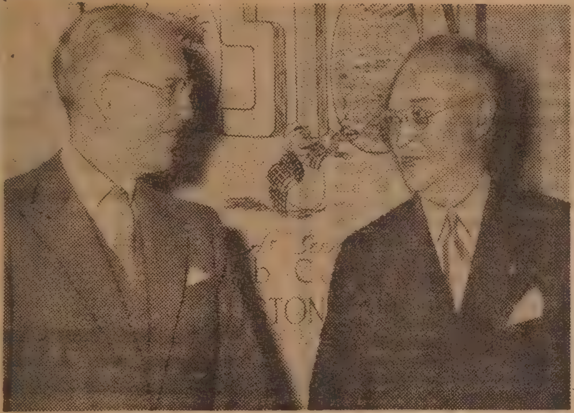
Kennedy declared that Boston's real big opportunity lies in air transport, and he cited such development as the glider air train and jet-propelled plane developments. This, he said, is an enormous impetus to Boston air traffic development if Boston provides proper facilities for their use.

Kennedy said the New England cotton industry must overcome the handicap of its high labor cost by the most modern equipment, and by extremely able management.

"Some fine goods and specialty mills," he said, "will continue in this area, but the trend away from New England will be intensified

Kennedy declared that ' ti'is not a pleasant thing for a young man born and reared and educated in Boston to have to pull up stakes and seek opportunities elsewhere. I know, for I had to do it." He added: "Don't let the young man who comes back from the war get away from you," asserting that "the community cannot afford to lose such human assets. Keep Boston brains for the development of Boston."

— Wed., April 18, 1945 THE BOSTON DAILY RECORD



JOSEPH P. KENNEDY, JAY R. BENTON
At Greater Boston Development Commission Lunch

Vets to Boost Hub Kennedy Avers

Only by utilizing the highly-skilled training of our young men returning from war can Boston be developed as a seaport and airport, former Ambassador Joseph P. Kennedy

told the Greater Boston Development Committee at a luncheon yesterday in the Copley Plaza.

Advising his hearers to "keep Boston brains for development of Boston," he added: "We can do now what the record shows we should have done years ago—make the seaport of Boston a vital part of the nation's foreign trade. And we can do what no other city is better situated to do—make Boston an airport of first importance in the great air age that definitely lies ahead of us.

"Don't let the young men who come back to you from the war get away. They will be the best-trained young men in the world, as fresh and modern as tomorrow. You just can't over-estimate their value to you in civic and busness life. If they do not find an opportunity to apply their skills here at home they will go elsewhere."

"FUTURE IS IN AIR"

He is convinced, Kennedy declared, that the "great future of American transportation, international as well as national, is in the air," and Boston has a good chance to lead the procession as an airport "if we wake up."

"Those centers of our population which can, by gift of natural geographic advantage and by virtue of civic alertness, provide air transport the greatest conveniences," he predicted, "are destined to boom as ports and terminals. Into this picture Boston fits as the hand in a glove."

But he warned not to "depend upon geographical advantage to bring your city the tonnage or the ships or the planes necessary for future transportation leadership."

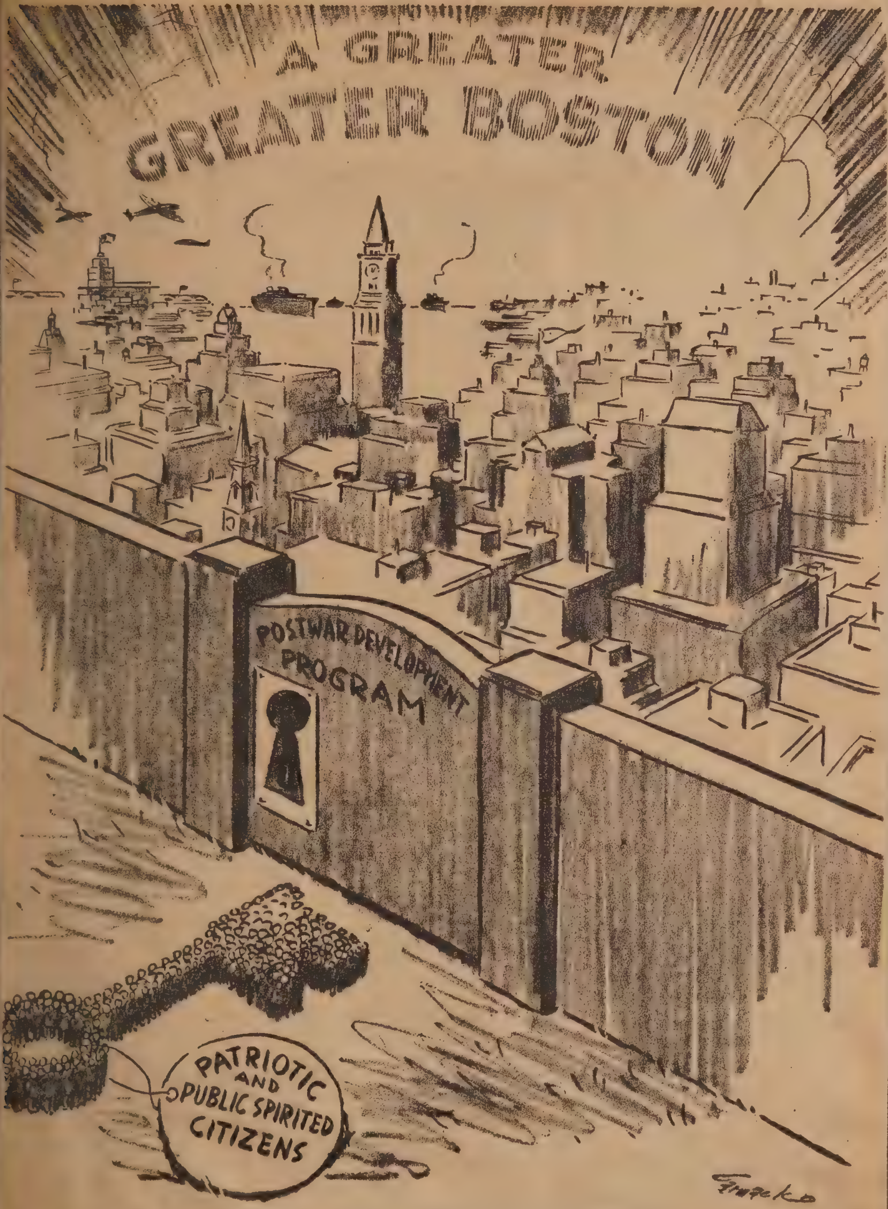
"Maybe what we have lacked was personnel," he said. "Go ahead, by all means, with your plans for seaport development and go as far as prudent in a new dynamic industry with your airport. But all these things will prove expensive toys if you haven't the tonnage to put through them and the personnel to handle it.

PLANTS IGNORE PORT

The tonnage is right here. Take it away from other ports by everlastingly selling shippers the Boston habit. Then hold it here by keeping the trained young men of Boston when they return to you."

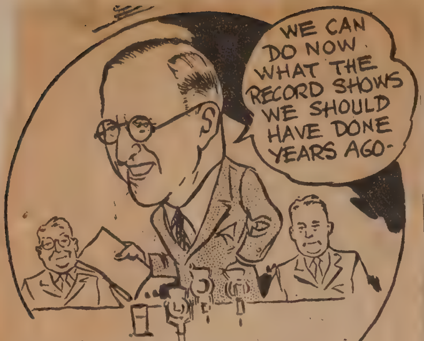
New England merchants and manufacturers, he revealed, "send five times as much freight by way of the port of New York as they ship by way of the port of Boston." And he asked: "Can you imagine the fruit growers of Florida sending two-thirds of their shipments overland to Gulf ports, or to Savannah, instead of sending it via Miami?"

Let's Open the Gate


A GREATER
GREATER BOSTON
POSTWAR DEVELOPMENT
PROGRAM
PATRIOTIC
AND
PUBLIC SPIRITED
CITIZENS

Boston's Need Portrayed by Cartoonist

This drawing by Paul R. Carmack, cartoonist of The Christian Science Monitor, was submitted with three others by Boston newspaper cartoonists to serve as background for the Greater Boston Development Committee's gathering in the Copley-Plaza Hotel. The cartoon, six feet high and four feet wide, depicts need for public-minded citizens to organize in making Boston's niche in postwar era.


WE CAN DO NOW WHAT THE RECORD SHOWS WE SHOULD HAVE DONE YEARS AGO-

JOE KENNEDY SEES GREAT FUTURE FOR HUB PORT

Dinty Dugan

Kennedy Tells Port Backers To 'Wake Up'

By W. Clifford Harvey
Staff Writer of
The Christian Science Monitor

Declaring that the future of merican transportation lies in s air and sea lanes, Joseph P. Kennedy, former United States mbassador to Great Britain, to- ay challenged a Copley Plaza Hotel meeting of Boston business men to "wake up" to their nat- ral opportunities for leading the ostwar procession of passenger nd cargo traffic.

Speaking at the first all-inclu- ve conference of the Greater oston Development Committee, e former Ambassador hailed lo- l efforts to raise Boston into the reground of airport develop- ent, but warned that "unless you ntlemen in this room prevent seaborne traffic will again clear self through other Atlantic sea- rts."

"Your future is in your hands," r. Kennedy exhorted his listen- s. "Boston can regain its former osition as one of the great ports the world, but history is not ade by inaction, indifference and midity."

New Harbor

Even more than attracting new dustries to increase the activities its Port, he said, Boston must evelop a new harbor. He ex- ressed himself as deeply con- rned with the fact that Boston es not even handle[illegible]at its Port me of the very traffic which iginates "right in your own back rd."

As former Chairman of the Se- rity Exchange Commission and etime Chairman of the United tates Maritime Association, Mr. ennedy was treading on solidly miliar ground in his declaration at Boston "must develop for it- lf a modern harbor." He realized at he was hitting a sensitive key, lmost to the point of sounding ffensive, he said. "But sensitive- ess must go out the window hen competition enters," he arned.

He shifted quickly and easily om airways to seaways in one the sharpest challenges that ostonians have been faced with y any previous speaker.

An Air Age

Proclaiming an air age, he said, ounds like heresy, from one long ssociated with sea developments. But it is precisely because of my tudies of air transport as a factor n the Merchant Marine business hat I am convinced that the great- st future of American transporta- on, international as well as na- ional, is in the air."

"I know the story of the bad runk line railroads which choked Boston with differentials favoring New York, Philadelphia and Baltimore, he added. "But that doesn't explain the fact that Boston exported only one ton of cargo for every nine tons imported. That was because New England merchants and manufacturers send five times as much freight by way of the port of New York as they shipped by way of the port of Boston."

In answer to the question: "How can Boston prevent the clearing of future sea traffic through other Atlantic ports?" Mr. Kennedy reasoned thusly:

"Of course you can put on high-pressure campaigns to educate New England shippers into the habit of shipping via Boston. That's the least you can do. I wish I could convey to you something of the spirit of the community where I have lived in recent months—Florida. Can you imagine the fruit growers of Florida sending two-thirds of their shipments overland to the Gulf ports or to Savannah instead of sending it via Miami? And yet Florida has a floating, seasonal population with a major stake elsewhere.

Port of Miami

Nevertheless, not a day goes by that Miami, in its newspapers, civic societies, and commerce organizations is not dinning into its shippers the advantages and attractiveness of the port of Miami. "Competition in the way of deep and safe harbors and adequate terminal faciilties has entered upon the secene. These are common along the Atlantic seaboard today. The techniques and lighterage and loadings developed under the stimulus of war goods shipments will be applied commercially in fierce competition after the war. Even if most of the overseas and coastal cargoes were to go by air transport—which of course is not possible — Boston would still be under the necessity of giving shippers improved port facilities just to keep up with the procession.

Ship Ownership

"One other point I should like to discuss—even though I imagine I am sticking my neck out in doing so—There is considerable talk about your operating your own ships. Why? As a gesture of local patriotism? It itsn't even justified on that grounds. We have to stop thinking in terms of New England and ask ourselves, with respect to every plan offered, how does it fit into the national picture? And I tell you the idea of Boston people operating ships in order to develop the port of Boston just doesn't make sense.

"Ships will be 'a dime a dozen' after the war. There will be four for every one in existence prewar. America will own half the tonnage of the world—more than 5,000 vessels. They will serve you abundantly if you make it worth their while by creating cargoes. Your own ships, if perchance you should operate them, will rot at the piers unless you leave cargoes for them.

With a sweep of his hand at a backstage setting of local cartoonist efforts depicting a Greater, Greater Boston after the war, the speaker termed Boston's primary need as that of augmenting traffic through its Port from industries now located close at hand, and by creating and developing new industries. This was his idea of keeping up with the maritime procession," or giving up the idea of seaport development."

For in the staunch competition to follow the war, he said, "thousands of young men and women are coming back from the armed services looking for jobs, many of them highly trained in aeronautics, industrial chemistry, electronics, etc." They will seek out the communities offering them the best opportunities, he affirmed.

One thing Mr. Kennedy warned against in particular was the aftermath of a potential postwar business boom during which the city of Boston might overlook the fact that it is fundamentally a patient in need of a basic overhauling. Drastic remedies, he said, are in the making. He hoped that the remedies would not be withheld under the stimulus of the immediate postwar business boom.

Boston Evening Globe

Reg. U. S. Pat. Off. (Copyright, 1945, by the Globe Newspaper Co.)

VOL. CXLVII NO. 107 TUESDAY, APRIL 17, 1945

28 PAGES—THREE CENTS in New England 5c Elsewhere

N. E. 'No Graveyard,' Kennedy Says as Port Drive Opens

Joseph P. Kennedy, former Ambassador to the Court St. James's, today called upon Boston employers, employees and legislators to work together to make great and mportant the city's sea and air ports.

He called for thinking, talking and planning on a na- onal and international scale, warned that "the only self- ntained community is a graveyard," and declared "New ngland is hardly that."

ddressing the Greater Boston elopment committee, of which s a member, at its first general eting this noon at the Copley aza, Kennedy criticized Boston never having "a true civic en- siasm for anything that would of service to Boston" except mmunity Fund drives.

What action," he asked, "can take today that will ensure ston a major role in the life the nation tomorrow?"

We," he answered, "can do w what the record shows we uld have done years ago— ke the seaport of Boston a al part of the nation's foreign de. And we can do what no er city is better situated to do, make Boston an airport of first importance in the great air age that definitely lies ahead of us."

The time has come, Kennedy warned, for a more practical approach than just maintaining high ideals.

"If this war has taught up anything in the domestic field," he declared, "it is that, from here in, the employer and the employed have the same responsibility to the state, and the state has the great responsibility that all its legislation must serve all its people and not special groups.

Port

Continued on Page 16

TEXT OF KENNEDY ADDRESS ON PAGES 15 AND 16

Must Plan Internationally

"The economic future of this country is uncertain in a great many respects, but with reference to one phase of life it is crystal clear—we must think nationally, talk nationally, and internationally as well."

He said his studies of air transport as a factor in the Merchant Marine business convinced him that the great future of American transportation, international as well as national, is "in the air."

He said bad trunk line railroads didn't explain the fact that Boston exported only one ton of cargo for every nine imported. That, he said, was due to the fact that New England merchants and manufacturers sent five times as much freight by way of New York as they did via the port of Boston.

"We don't," he declared, "even handle at this port (we didnt' before the war) the traffic which originates right in our own back yard."

It took a war, Kennedy pointed out, to rediscover the natural geographic properties of the port of Boston, and the war services channeled shipments through the port which formerly went elsewhere. "After that war," he warned, "unless you prevent it, that seaborne traffic will again clear via other Atlantic ports."

He suggested as preventive measures: Educating New England shippers into using Boston and development of a modern harbor.

He said it wasn't necessary for Boston to operate its own ships. "Ships," he declared, "will be a dime a dozen after the war." There will be four times as many as before the war, he said, and "they will serve you abundantly if you make it worth their while by creating cargoes."

"Your prime need," he asserted, "is to augment traffic from industries now located here and to create traffic by financing and developing new industries."

Kennedy thought Boston has "a good chace of leading the procession as an airport—if we wake up."

"Here," he declared, "is a new industry which doesn't have to be developed. It is in actual daily operation, clothed in the secrecy of war. The mere shifting of air transport techniques from military to civilian uses will upset and dislocate all our timetables of traffic and travel.

"Those centers of our population which can, by gift of natural geographic advantage and by virtue of civic alertness, provide air transport the conveniences are destined to boom as ports and terminals. Into this picture Boston fits as the hand in a glove."

Glider air trains, carrying cargoes at rates competing with railroad freight rates, will be a postwar actuality, he promised.

Jet propelled planes, he declared, offers speed and takeoff to seaplanes that would make an enlarged Logan Airport an important air route terminal.

Nothing can be accomplished, he warned, without the aid of the State Legislature, the banks, press and widespread citizen enthusiasm.

Benton Prescribes Program

eKnnedy was addressing the first general meeting of the Greater Boston Development committee, whose 200 members have launched a program for civic development of Boston. The former Ambassador himself accepted membership in the committee, chairman of whih is Jay R. Benton, when it was formed a few weeks ago with the slogan, "Action now to achieve the Boston of tomorrow."

Chairman Benton described the program as one to make Greater Boston a better place in which to live and do business. The committee introduced the bill for a Port Authority with $15,000,000 working capital to improve the port.

Daniel Blomofield, Retail Trade Board manager, was luncheon chairman. Members of his committee included Benton, Henry G. Brown, John C. Dowd, Charles E. Lee, William J. McDonald, Alden C. Brett, Frederic C. Church, Harold D. Hodgkinson and William K. Jackson.

E—TUESDAY, APRIL 17, 194

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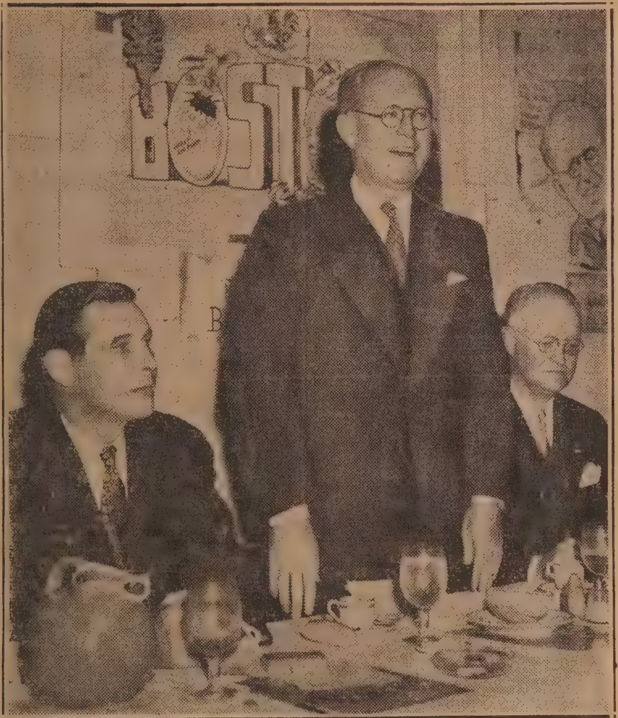
BOSTON POST, WEDNESDAY, APRIL 18, 1945

Kennedy Sees Great Future for Hub Port



KENNEDY URGES RE-VITALIZED PORT

Former Ambassador Joseph P. Kennedy, centre, addressing the Greater Boston Development Committee at the Copley-Plaza Hotel. At the left is Gov. Tobin, at the right, Chm. Jay R. Benton of the committee.

Urging vigorous development of Boston's airport and seaport facilities, former Ambassador Joseph P. Kennedy yesterday told the Greater Boston development committee that only by making use of the highly skilled training of our youth returning from the wars, can these twin developments be achieved.

Speaking at a luncheon meeting in the Copley-Plaza Hotel, Mr. Kennedy warned that Boston brains and training must be kept for Boston's expansion.

"Don't let the young men who come back to you from the war get away," he said. "They will be the best trained young men in the world, as fresh and modern as tomorrow. You just cannot overestimate their value to you in civic and business life.

"And if do not find an opportunity to

apply their skills here at home, they will go elsewhere."

He warned not to depend upon geographical advantage to bring freight tonnage here without strenuous and intelligent planning and doing.

"Maybe what we have lacked," he said, "was personnel. Go ahead, by all means, with your plans for seaport development, and go as far as prudent in a new dynamic industry with your airport. But all these things will prove expensive toys if you haven't the tonnage to put through them, and the personnel to handle it.

Boston's Advantages Set Forth

"The tonnage is right here. Take it away from other ports by everlastingly selling shippers the Boston habit. Then hold it here by keeping trained young men of Boston when they return to you."

Mr. Kennedy declared that "we can do now what the record shows we should have done years ago—make the port of Boston a vital part of the nation's foreign trade.

"And we can do what no other city is better situated to do, make Boston an airport of first importance in the great air age which definitely lies ahead of us.

"If this war has taught us anything in the domestic field, it is that from here on the employer and the employed have the same responsibility to the State, and the State has the great responsibility that all its legislation must service all its people and not special groups.

"The economic future of this country is uncertain in a great many respects, but with reference to one phase of life it is crystal clear—we must think nationally, talk nationally, and internationally as well."

He said his studies of air transport as a factor in the merchant marine business convinced him that the great future of American transportation, international as well as national, is "in the air."

Diverting Boston Freight

Mr. Kennedy declared the trunk line railroads did not explain the fact that Boston exports only one ton of cargo for every nine tons imported. He said that was due to the fact that New England merchants and manufacturers send five times as much freight by way of New York as they do through the port of Boston.

It took a world war, he said, to rediscover the natural geographic properties of the port of Boston, and the war services channeled shipments through the port which formerly went elsewhere. "After that war," he warned, "unless you prevent it, that seaborne traffic will again clear via other Atlantic ports."

He suggested as preventive measures: Educating New England shippers into using Boston and development of a modern harbor.

He said it wasn't necessary for Boston to operate its own ships. "Ships," he declared, "will be a dime a dozen after the war." There will be four times as many as before the war, he said, and "they will serve you abundantly if you make it worth their while by creating cargoes."

"Your prime need," he asserted, "is to augment traffic from industries now located here and to create traffic by financing and developing new industries."

THE BOSTON HERALD, WEDNESDAY, APRIL 18, 1945

GREATER BOSTON DEVELOPMENT COMMITTEE met yesterday at the Copley Plaza. Left to right: Jay R. Benton, chairman; H. D. Hodgkinson, general manager, William Filene's Sons Company; Ralph M. Eastman, chairman, aviation committee, Boston Chamber of Commerce; Joseph P. Kennedy, former U. S. ambassador to Great Britain, and Daniel Bloomfield, manager, Retail Trade Board, Boston Chamber of Commerce.

Kennedy Says City Future Lies In Bettered Air, Port Facilities

Joseph P. Kennedy, former U. S. Ambassador to Great Britain, said yesterday that Boston's future prosperity depended on the expansion and improvement of sea and air terminals, the financing and developing of new industries, co-operation among management, labor and the state and the provision of opportunity for talented young local people.

Kennedy, former chairman of the Securities Exchange Commission and former chairman of the U. S. Maritime Commission, addressed the Greater Boston Development Committee at a luncheon at the Copley Plaza. Gov. Tobin, Mayor Kerrigan and Jay R. Benton, committee chairman, also spoke.

Stating "we must think nationally, talk nationally and plan nationally, and internationally as well, Kennedy warned "the only self - contained community is a yard. New England is hardly that."

He expressed confidence "we can do now what the record shows we should have done years ago—make the seaport of Boston a vital part of the nation's foreign trade. And we can, I hope and believe, do what no other city is better situated to do, make Boston an airport of first importance in the great air age that definitely lies ahead of us.'

Kennedy emphasized the importance of developing modern port facilities, in addition to increasing port traffic by attracting new industries. Proposals to operate Boston-owned ships as a step toward developing the port did not make sense, he said, adding that ships "will be a dime a dozen after the war. with the United States owning more than 5000 vessels or more than half the tonnage of the world."

These ships would serve the port abundantly he said " if you make it worth their while by creating cargoes. Your own ships, if perchance you should operate them, will rot at the piers unless you have cargoes for them.

"Therefore, your prime need, as I see it, to develop the port, is to augment traffic from industries now located here and to create traffic by financing and developing new industry."

Kennedy described the difficulties which such New England industries as cotton, wool, paper and small metal working would face through cheap-labor competition in other sections of the country, and political pressure to transfer some of their operations to war-built plants elsewhere. Modern, efficient operation would be needed to combat these threats, he said.

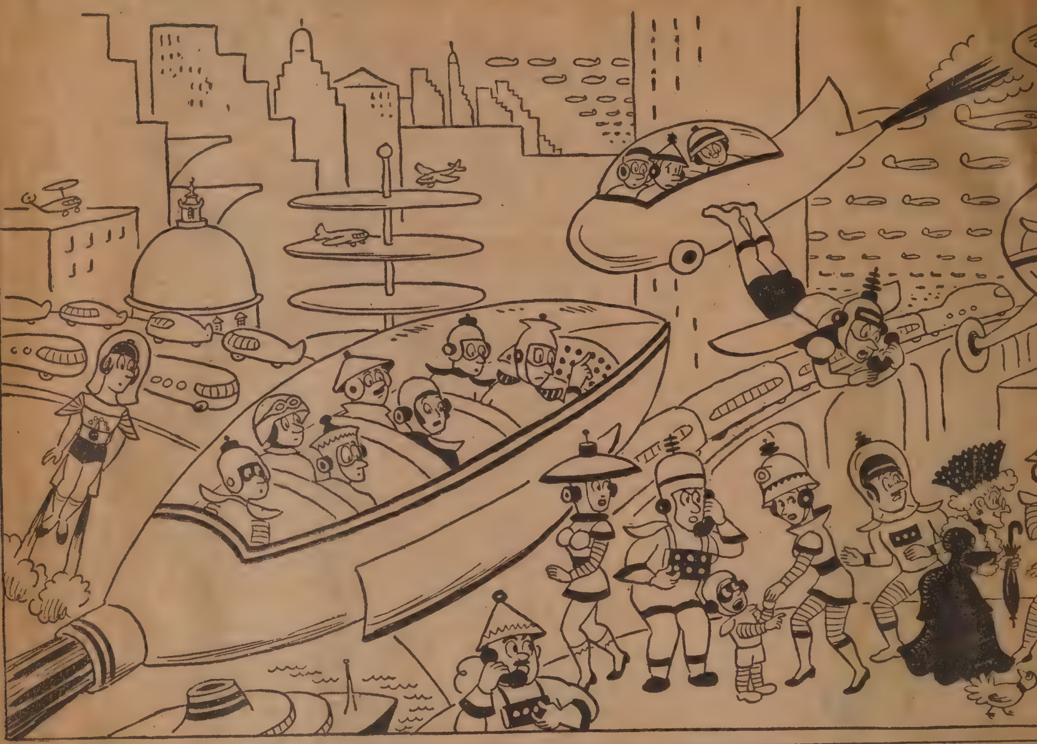
He warned also that unless this area was prepared to offer opportunities to returning veterans who have learned new skills in advanced fields—aeronautics, radar, industrial chemistry, electronics—they would look elsewhere. "The community cannot afford to lose such human assets," Kennedy said, "they can go anywhere that progress is at a premium and prosper."

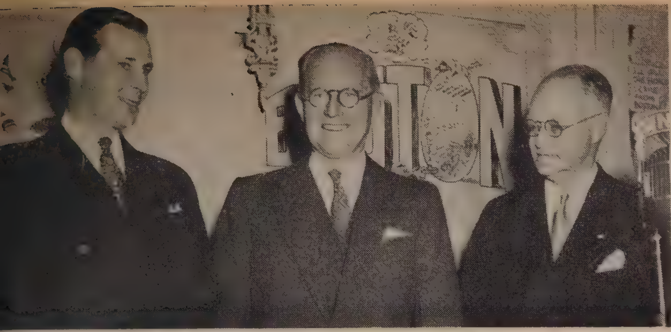
THE BOSTON HERALD, WEDNESDAY, APRIL 18, 1945

FUTURE PROBLEM

By

BOSTON DEVELOPMENT COUNCIL CONSIDERS PROBLEMS INVOLVED IN THE FUTURE OF BOSTON. (NEW





PROMINENT AT LUNCHEON

Left to right, Governor Maurice J. Tobin, Joseph P. Kennedy, guest speaker, and Jay R. Benton, chairman of the Greater Boston Development Committee.

(Arthur Griffin)

Kennedy Urges Improvement of Port, Airport and Railroads

SEPH P. KENNEDY, former am-
sador to Great Britain, strongly
ed the immediate development of
ton's port, airport and railroad fa-
ties in order to put the city in a
orable position to fight for postwar
iness in an address at a luncheon
en last month by the Greater Boston
velopment Committee at the Copley-
za Hotel.

he distinguished Bostonian, who
also chairman of the Securities
change Commission and at another
e chairman of the U. S. Maritime
nmission, declared that these de-
opments must be made if Boston
New England are to retain present
ustries and induce others to come
his locality. He added that certain
ustries which had been lost to the
th because of economic conditions
ld not be redeemed and that the dis-
t is threatened with additional re-
vals.

vernor Optimistic

overnor Maurice J. Tobin, another
aker, asserted that he believed the
ssachusetts Legislature would act
orably on important bills now
ding which call for extensive im-
vement of Boston's port, air, rail-
d and highway facilities. He said
hoped great progress toward getting
required legislation would be made
ing 1945. He urged united action
ard the boosting of Boston, Massa-
setts and New England.

orporation Counsel Frank Murray,
aking in place of Mayor John E.
rrigan of Boston, asserted that Bos-
should have great modern docks
other facilities to enable it to
intain the highest frequency of
ter service to all parts of the world.
he condition of having to ship goods
New York to get them onto boats is
owed to continue, he said, Boston's
sition in world trade will sink to a
ebb. He urged blending of efforts
the railroad, shipping and manufac-
ing interests to enable Boston to
ve an outstanding world port.

Jay R. Benton, chairman of the Greater Boston Development Committee, presided at the gathering.

Now Is the Time

Mr. Kennedy said in part:

"I am very happy to be here. This is the kind of gathering I like to attend. You are doing just what I have always hoped you would do before it was too late.

"There seemed to me, hitherto, to be a feeling in Boston that there was a small group here, who, for some unknown reason could and would regulate things and therefore everything would work out all right. We have watched Massachusetts maintain her reputation for always wanting to do the right thing, but, for my part, I have never seen a true civic enthusiasm for anything that would be of service to Boston except the wonderful job always done by all groups for community funds.

"Now the time has come when, while still maintaining the high ideals, a more practical approach must be made. *Every* man in this room, because of the position he occupies, owes something to our state. He wants his business to be successful and he must realize more than ever that it can be successful only if the community it serves continues not only to be successful, but to grow with the realities of a growing country.

Same Responsibility

"If this war has taught us anything in the domestic field it is that from here on the employer and the employed have the same responsibility to the state. And the state has the great responsibility that all its legislation must serve all of its people and not special groups. The economic future of this country is uncertain in a great many respects, but with reference to one phase of life it is crystal clear—we must think nationally, talk nationally and plan nationally, and internationally as well. 'The only self-contained community is a grave yard.' New England is hardly that.

"What action can we take today that will ensure Boston a major role in the life of the nation tomorrow?

"Happily, I think we can do a lot. We can do now what the record shows we should have done years ago—make the seaport of Boston a vital part of the nation's foreign trade.

"And we can, I hope and believe, do what no other city is better situated to do, make Boston an airport of first importance in the great air-age that definitely lies ahead of us.

Sees Great Air Progress

"Proclaiming an air-age sounds like heresy coming from one associated with the Maritime Commission's program to put the American flag back onto the seven seas. But it is precisely because of my studies of air transport as a factor in the Merchant Marine business that I am convinced that the great future of American transportation, international as well as national, is in the air.

"The story of Boston as a seaport is old stuff. You have had it rehearsed to you often and never more penetratingly than at last month's Chamber of Commerce discussion.

"I know the story of the bad trunk line railroads which choked Boston with differentials favoring New York, Philadelphia and Baltimore. But that doesn't explain the fact that Boston exported only one ton of cargo for every nine tons imported. That was because New England merchants and manufacturers send five times as much freight by way of the port of New York as they ship by way of the port of Boston.

"We don't even handle at this port (we didn't before the war) the traffic which originated right in our own backyard. That situation has, of course, been somewhat improved under the necessities of war, where as a matter of 'getting the mostest there the fastest' our war services have channeled shipments through this port which formerly went elsewhere.

"It took a war to rediscover the natural geographic properties of the port of Boston. And after the war, unless you gentlemen in this room prevent it, that sea borne traffic will again clear via other Atlantic ports.

Can Be Prevented

"How can you prevent it? Of course you can put on high pressure campaigns to educate New England shippers into the habit of shipping via

(Continued on Page 40)

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JET PROPULSION

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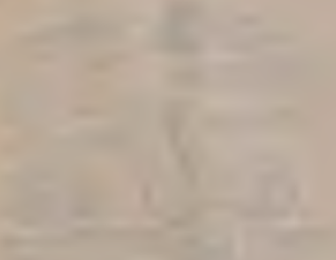

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GENERAL ELECTR

Kennedy Urges Improvement of Port

(Continued from Page 14)

on. That's the least you can do. I
I could convey to you something
e spirit of the community where I
lived in recent months—Florida.
you imagine the fruit growers of
da sending two-thirds of their ship-
s overland to the Gulf ports or to
nnah instead of sending it via
ni? And yet Florida has a floating,
nal population with a major stake
here. Nevertheless, not a day
by that Miami, in its newspapers,
societies and commerce organiza-
is not dinning into its shippers
dvantages and attractiveness of
ort of Miami.

ut you must do something more—
more than attracting new indus-
to increase traffic for the Port.
very minimum you must develop
dern harbor. Pardon me if that
sounds offensive. Sensitiveness
go out the window when compe-
n enters the room. And competi-
in the way of deep and safe har-
and adequate terminal facilities
entered upon the scene. These are
non along the Atlantic seaboard
y. The techniques of lighterage
loadings developed under the stim-
of war goods shipments will be
ied commercially in fierce competi-
after the war. Even if most of the
seas and coastal cargoes were to
y air transport—which of course
ot possible—Boston would still be
er the necessity of giving shippers
roved port facilities just to keep up
the procession.

Your Own Ships

One other point I should like to dis-
— even though I imagine I am
king my neck out in doing so —
re is considerable talk about your
rating your own ships. Why? As
esture of local patriotism? It isn't
n justified on that ground. We
e to stop thinking in terms of New
land and ask ourselves, with re-
t to every plan offered, how does it
fit into the national picture? And I tell you the idea of Boston people operating ships in order to develop the port of Boston just doesn't make sense.

"Ships will be 'a dime a dozen' after the war. There will be four for every one in existence pre-war. America will own half the tonnage of the world — more than 5000 vessels. They will serve you abundantly if you make it worth their while by creating cargoes. Your own ships, if perchance you should operate them, will rot at the piers unless you have cargoes for them.

A Good Chance to Lead

"I think we have a good chance of leading the procession as an airport if we wake up. Time alone limits my imagination along air transport lines. Here is Boston's big opportunity. It is the opportunity for Boston young men, for only young men are trained in the new industries of the future, air transport, electronics, radar, etc. Out of every war some new industry is born. Radio came out of the first World War. You will say radar and electronics will come out of this war—and I agree with you. But the every day field that will utilize radar and electronics more than any other, I would guess, is the air transportation field. You know usually we hear about a new revolutionary invention and then complacently sit back to await its impact. The old story of 'seven years from test tube to market' was a pretty safe one to follow, although penicillin smashed that theory. But here is a new industry which doesn't have to be developed. It is an actual daily operation, clothed in the secrecy of war, moving military material and personnel with a precision and accuracy not equalled in any civilian activity. The mere shifting of air transport techniques from military to civlian uses will upset and dislocate all our time tables of traffic and travel. So fundamental a change has not come into our lives to affect our standards and methods of living since the automobile.

"And those centers of our population which can, by gift of natural geographic advantage and by virtue of civic alertness, provide air transport the greatest conveniences are destined to boom as ports and terminals.

"Into this picture Boston fits as the hand in a glove.

"We see freight being actually carried by air in quantities undreamed of. We find aircraft designs promising air freight rates of 9 cents per ton mile for high class freight. Passenger mile charges are forecast lower than four cents per mile. All of this by merely applying to civilian use the techniques and equipment now used daily to win the war.

Expects Glider Trains

"Most of these are of course still secret. Some have been rather widely publicized. To take one of them for a moment's consideration—the glider air train. Due to the genius of a man well known on Cape Cod, the late Richard Dupont, glider air trains can be picked up by an air plane in flight from a small air field, taken to their destination and released—one glider at a time at its destination. Such air trains are an actuality—soon air cargoes at rates competing with railroad freight rates will become a determining factor in choice of services.

"Just as the air glider train offers carrying capacity, the jet-propelled plane offers a speed and a take-off to seaplanes that would make an enlarged and improved Logan Airport, for instance, an important air route terminal. With five major transport companies serving Boston as of May 1st and Boston designated as terminal for three North Atlantic air routes and a stop on the Chicago-Detroit line to Europe, this development is of vast importance.

"The jet-propelled plane is as revolutionary to aviation as the self-starter was to the automobiles. It eliminates the disadvantage of propellers with all attending hazards and handicaps in seaplanes, allowing entirely different designs to offset resistance and probably, I am assured, permitting take-off from water better than land planes take off from cement runways. These catapult take-off devices will permit planes designed for greater loads; other carefully guarded secrets promise landing gear improvements permitting full cross-wind landings and making it possible to envisage an airport with one long landing strip, eliminating necessity for huge areas.

"These developments necessitate preliminary work as dredging out channels for long take-offs of heavily laden seaplanes because that definitely is the biggest aviation development now on the blueprints of aeronautical engineers.

Must Have Help

"Of course none of these things can be accomplished without the aid of our State Legislature, our banks, our press and indeed unless there is a widespread citizen enthusiasm for them. Not only must there be no restrictive legislation tending to drive New England industries elsewhere, there should be enabling legislation facilitating expansion of established units and inducing location here of new units.

"It is a fatal thing for any community to lose an industry and we should make every effort to prevent such a loss. If this territory is lacking in the facilities or in the public attitude necessary to successful enterprise we ought to find out wherein we are deficient and correct it.

"These industries which have already left New England for basic economic reasons cannot be recaptured. There is still enough volume of activity created by those which remain to employ our Port facilities fully if the Legislature will provide the funds necessary to put the facilities of the Port on a par with competing seaboards. There ought to be enthusiasm enough in the press to attract new industries and confidence enough in our banks to finance them. And, above all, there should be public spirit enough in everybody—wage earner and employer alike—to co-operate for the prosperity of the whole territory. The development of the Port is merely one phase of the preparation essential to this prosperity.

"Business should be good enough for some years after the war so that we will have a chance to strengthen our position."

The committee in charge of the luncheon consisted of Daniel Bloomfield, manager of the Retail Trade Board of the Boston Chamber of Commerce, chairman, and President William K. Jackson of the Chamber, Jay R. Benton, Alden C. Brett, Henry G. Brown, John C. Dowd, Charles E. Lee, William J. McDonald, Frederic C. Church and Harold D. Hodgkinson.

—— *Buy War Bonds* ——

Joseph P. Kennedy

on

Boston's Future

ON TUESDAY, APRIL 17, 1945 — before a packed luncheon meeting of leading professional and business men and women of Boston in the grand ballroom of the Copley Plaza — Joseph P. Kennedy spoke under the auspices of the Greater Boston Development Committee, Jay R. Benton, Chairman.

A complete transcript of Mr. Kennedy's remarks appeared in THE BOSTON GLOBE'S evening editions on that day and this booklet is reprinted by THE GLOBE for distribution by Mr. Benton's committee.

Joseph P. Kennedy
on Boston's Future

The following is a transcript of Mr. Kennedy's address before a luncheon meeting held under the auspices of the Greater Boston Development Committee on April 17, 1945 and reprinted from THE BOSTON GLOBE *of that date.*

THIS IS THE KIND of gathering I like to attend. You are doing just what I have always hoped you would do before it was too late.

There seemed to me, hitherto, to be a feeling in Boston that there was a small group here, who, for some unknown reason could and would regulate things and therefore everything would work out all right. We have watched Massachusetts maintain her reputation for always wanting to do the right thing, but, for my part, I have never seen a true civic enthusiasm for anything that would be of service to Boston except the wonderful job always done by all groups for community funds.

Now the time has come when, while still maintaining the high ideals, a more practical approach must be made. Every man in this room, because of the position he occupies, owes something to our state. He wants his business to be successful and he must realize more than ever that it can be successful only if the community it serves continues not only to be successful, but to grow with the realities of a growing country.

If this war has taught us anything in the domestic field it is that from here in the employer and the employed have the same responsibility to the state. And the state has the great responsibility that all its legislation must serve all of its people and not special groups. The economic future of this country is uncertain in a great many respects, but with reference to one phase of life it is crystal clear — we must think nationally, talk nationally and plan nationally, and internationally as well. "The only self-contained community is a graveyard." New England is hardly that.

What action can we take today that will ensure Boston a major role in the life of the nation tomorrow?

Happily, I think we can do a lot. We can do now what the record shows we should have done years ago — make the seaport of Boston a vital part of the nation's foreign trade.

And we can, I hope and believe, do what no other city is better situated to do, make Boston an airport of first importance in the great air age that definitely lies ahead of us.

Proclaiming an air-age sounds like heresy coming from one associated with the Maritime Commission's program to put the American flag onto the seven seas. But it is precisely because of my studies of air transport as a factor in the Merchant Marine business that I am convinced that the great future of American transportation, international as well as national, is in the air.

The story of Boston as a seaport is old stuff. You have had it rehearsed to you often and never more penetratingly than at last month's Chamber of Commerce discussion. I was shocked beyond belief while head of the Maritime Commission to learn that Boston trailed Beaumont, Tex., as a major port. Like every other youngster in the Boston of 30 or 40 years ago I was beguiled with stories of the Yankee Clipper which sailed the seas and while I know that our maritime glory had faded I had no idea of the extent to which we ourselves were to blame for letting it slip away.

I know the story of the bad trunk line railroads which choked Boston with differentials favoring New York, Philadelphia and Baltimore. But that doesn't explain the fact that Boston exported only one ton of cargo for every nine tons imported. That was because New England merchants and manufacturers send five times as much freight by way of the port of New York as they shipped by way of the port of Boston.

We don't even handle at this port (we didn't before the war) the traffic which originated right in our own back yard. That situation has, of course, been somewhat improved under the necessities of war, where as a matter of "getting the mostest there the fastest," our war services have channeled shipments through this port which formerly went elsewhere.

But it took a war to rediscover the natural geographic properties of the port of Boston. And after the war, unless you gentlemen in this room prevent it, that sea borne traffic will again clear via other Atlantic ports.

How can you prevent it? Of course you can put on high pressure campaigns to educate New England shippers into the habit of shipping via Boston. That's the least you can do. I wish I could convey to you something of the spirit of the community where I have lived in recent months — Florida. Can you imagine the fruit growers of Florida sending two-thirds of their shipments overland to the Gulf ports or to Savannah instead of sending it via Miami? And yet Florida has a floating, seasonal population with a major stake elsewhere. Nevertheless, not a day goes by that Miami, in its newspapers, civic societies and commerce organizations is not dinning into its shippers the advantages and attractiveness of the port of Miami.

But you must do something more — even more than attracting new industries to increase traffic for the port. At a very minimum you must develop a modern harbor. Pardon me if that word sounds offensive. Sensitiveness must go out the window when competition enters the room. And competition in the way of deep and safe harbors and adequate terminal facilities has entered upon the scene. These are common along the Atlantic seaboard today. The techniques of lighterage and loadings developed under the stimulus of war goods shipments will be applied commercially in fierce competition after the war. Even if most of the overseas and coastal cargoes were to go by air transport — which, of course, is not possible — Boston would still be under the necessity of giving shippers improved port facilities just to keep up with the procession.

One other point I should like to discuss — even though I imagine I am sticking my neck out in doing so — there is considerable talk about operating your own ships. Why? As a gesture of local patriotism? It isn't even justified on that ground. We have to stop thinking in terms of New England

and ask ourselves, with respect to every plan offered, how does it fit into the national picture? And I tell you the idea of Boston people operating ships in order to develop the port of Boston just doesn't make sense.

Ships will be "a dime a dozen" after the war. There will be four for every one in existence prewar. America will own half the tonnage of the world — more than 5000 vessels. They will serve you abundantly if you make it worth their while by creating cargoes. Your own ships, if perchance you should operate them, will rot at the piers unless you have cargoes for them.

American shipping is directed by managements who are trying to operate at a profit just as you are in your own business. It is a tough battle for them against competition with government owned or subsidized merchant navies of England and Scandinavian countries, for instance. In order to live they will send their ships to whatever American ports offer them tonnage to carry American goods on schedules suitable to American needs. If you have imports and exports clearing this port you can't keep those ship managers away. If you haven't, you can't fill home craft.

Therefore, your prime need, as I see it, to develop the port, is to augment traffic from industries now located here and to create traffic by financing and developing new industries. Men still seek out the maker of the best mouse-trap no matter where located, and shippers will use your port if it is the best equipped, and shipping managers will make this their major port if you give them the cargo.

I said a moment ago that we must keep up with the maritime procession or else give up the idea of seaport development.

I think we have a good chance of leading the procession as an airport if we wake up. Time alone limits my imagination along air transport lines. Here is Boston's big opportunity for Boston young men, for only young men are trained in the new industries of the future, air transport, electronics, radar, etc. Out of every war some new industry is born. Radio came out of the first World War. You will say radar and electronics will come out of this war — and I agree with you. But the every day field that will utilize radar and electronics more than any other, I would guess, is the air transportation field. You know usually we hear about a new revolutionary invention and then complacently sit back to await its impact. The old story of "seven years from test tube to market" was a pretty safe one to follow, although penicillin smashed that theory. But here is a new industry which doesn't have to be developed. It is an actual daily operation, clothed in the secrecy of war, moving military material and personnel with a precision and accuracy not equalled in any civilian activity. The mere shifting of air transport techniques from military to civilian uses will upset and dislocate all our time tables of traffic and travel. So fundamental a change has not come into our lives to affect our standards and methods of living since the automobile.

And those centers of our population which can, by gift of natural geographic advantage and by virtue of civic alertness, provide air transport the greatest conveniences are destined to boom as ports and terminals.

Into this picture Boston fits as the hand in a glove. While working with the Maritime Commission it was my duty to make a study of air transport as an auxiliary to shipping and report the findings of that study to Congress. With pretty much the same sources of information available I have tried to keep pace with air transport developments since the war commandeered the industry.

Do you realize, for instance, that it was in 1907 that the Mauretania established the Atlantic record of five days and two hours and that in the ensuing 38 years that record has been lowered by less than 24 hours — and that by the prohibitively expensive Normandie? Don't you see that that means that so far as speed is concerned, so far as fast passenger and fast freight traffic is concerned, the Merchant Marine is all through?

Hence the importance of fast air transport. We see freight being actually carried by air in quantities undreamed of. We find aircraft designs promising air freight rates of nine cents per ton mile for high class freight. Passenger mile charges are forecast lower than four cents per mile. All of this by merely applying to civilian use the techniques and equipment now used daily to win the war.

Most of these are of course still secret. Some have been rather widely publicized. To take one of them for a moment's consideration — the glider air train.

Due to the genius of a man well known on Cape Cod, the late Richard Dupont, glider air trains can be picked up by an airplane in flight from a small air field, taken to their destination and released— one glider at a time at its destination.

Such air trains are an actuality — soon air cargoes at rates competing with railroad freight rates will become a determining factor in choice of services.

Just as the air glider train offers carrying capacity, the jet-propelled plane offers a speed and a take-off to seaplanes that would make an enlarged and improved Logan Airport, for instance, an important air route terminal. With five major transport companies serving Boston as of May 1 and Boston designated as terminal for three North Atlantic air routes and a stop on the Chicago-Detroit line to Europe, this development is of vast importance.

The jet-propelled plane is as revolutionary to aviation as the self-starter was to the automobiles. It eliminates the disadvantage of propellers with all attending hazards and handicaps in seaplanes, allowing entirely different designs to offset resistance and probably, I am assured, permitting take-off from water better than land planes take off from cement runways. These catapult take-off devices will permit planes designed for greater loads; other carefully guarded secrets promise landing gear improvements permitting full cross-wind landings and making it possible to envisage an airport with one long landing strip, eliminating necessity for huge areas.

These developments necessitate preliminary work as dredging out channels for long take-offs of heavily-laden seaplanes because that definitely is the biggest aviation development now on the blueprints of aeronautical engineers.

Of course none of these things can be accomplished without the aid of our State Legislature, our banks, our press, and indeed unless there is a widespread citizen enthusiasm for them. Not only must there be no restrictive legislation tending to drive New England industries elsewhere, there should be enabling legislation facilitating expansion of established units and inducing location here of new units.

It is a fatal thing for any community to lose an industry and we should make every effort to prevent such a loss. If this territory is lacking in the facilities or in the public attitude necessary to successful enterprise, we ought to find out wherein we are deficient and correct it.

These industries which have already left New England for basic economic reasons cannot be recaptured. There is still enough volume of activity created by those which remain to employ our port facilities fully if the Legislature will provide the funds necessary to put the facilities of the port on a par with competing seaboards. There ought to be enthusiasm enough in the press to attract new industries and confidence enough in our banks to finance them. And, above all, there should be public spirit enough in everybody — wage earner and employer alike — to cooperate for the prosperity of the whole territory. The development of the port is merely one phase of the preparation essential to this prosperity.

Business should be good enough for some years after the war so that we will have a chance to strengthen our position.

The cotton industry has been moving out of New England ever since 1932. This trend continues and there is no indication that the basic factors which are causing this have changed. High labor costs, in comparison with Southern competitors, are over the long run a staggering handicap, and can only be overcome by utilization of the most modern equipment and by extremely able management. Some fine goods and specialty mills will continue in this area, but the trend away from New England will be intensified with the next depression through the current war boom.

The woolen industry in New England has retained its dominant position to date and, in fact, its relative importance in the total woolen and worsted business has remained unchanged for many years. However, current plans with some of the largest producers call for postwar construction of Southern mills. These mills will have the advantage of not only the latest type machinery but also of labor which is both cheaper and potentially more productive. In the South there are no long-established customs now legalized in Northern union agreements on how much equipment an operator can handle. There is little doubt that such mills will displace existing obsolete facilities in the North. Since there is much obsolete equipment in this area, a general movement of wool manufacturers south is a possibility. This, in turn, will adversely affect the Boston wool trade. In recent years this trade has tended to become a commission business and no longer can the wool merchants be considered to be the principal financiers of the United States wool clip. Their position is therefore not as secure.

The paper industry in New England is remarkably similar to the cotton industry. The current considered outlook is that makers of all but the better-grade papers will move south eventually. There may be a few notable exceptions, but this is the trend and it is based on sound economic facts, with cheap labor again being a factor as well as nearness to raw material.

The textile and paper businesses in New England employ over 300,000 wage earners in normal times or almost a third of the total employed in New England. It is a fact that due to known conditions, which experience indicates are at least partly beyond our power to correct, these industries over the longer term will tend to migrate elsewhere.

In addition, the many relatively small metal working firms in New England will suffer from any decline in the industries mentioned above and furthermore they are going to face increasing competition from many expanded units which will be looking frantically for markets to absorb the output of their greatly increased machine tool capacity. The small firms, particularly those with obsolete tools, and there are many in New England, will find tough going after the initial postwar boom is over.

Some of the larger units, particularly those turning out peacetime products used by the Army and Navy are going to be under political pressure to transfer some of their operations to war-built plants in other sections. The New England metal working industry which employs almost 250,000 wage earners, or, roughly as many as the textile industry, will have to utilize its best brains and modernize its equipment if it is to continue to prosper over a period of years.

Taking the above industries alone we have about 60 per cent of the New England manufacturing economy facing a future which definitely calls for strong measures if they are to provide even as many jobs postwar as they did prewar, not to speak of absorbing the increasing numbers of workers that are expected to be available. The war boom and the probable postwar period of prosperity may hide the fact that the patient is a very sick one, but drastic remedies are in order.

That is the work to be done by your Greater Boston committee. Wage earners will suffer, capital will suffer, the standards of living in the community will suffer. But capital can always retreat. Labor is not so flexible. And all that New England stands for as a self-sustaining and home making community must be abandoned. Any civic effort that will help to maintain our economic future deserves unstinted support.

One more reason why you must get ready to grasp leadership for the port, and then I am through. Thousands of young men and women now in the service are coming back here after the war looking for jobs — some of the 60,000,000 jobs promised. Many of them will be highly trained — in aeronautics, in radar, in industrial chemistry, electronics, etc. They are all young men — in fact these will be industries for the young alone, for only the young have been trained by the war services.

If they do not find an opportunity to apply their skills here at home they will go elsewhere. They have been all over this country — many have been all over the world. They have lived with men from every corner of the land and they have learned that there is no peculiar differences between one American and another. They have a national and international viewpoint.

It is not a pleasant thing for a young man born and reared and educated in Boston to have to pull up his stakes and seek opportunities elsewhere. I know, for I had to do it. Everywhere my business and public life had led me I have met fellows who left Boston as I did to find the kind of job we couldn't find here. They all hope to return, but not all are that fortunate.

Don't let the young men who come back to you from the war get away from you. They will be the best trained young men in the world, as fresh and modern as tomorrow. You just can't over-estimate their value to you in civic and in business life. They will want to stay here. So direct your planning, so direct your developments that there will be plenty of work here to engage the capabilities and training they possess.

The community cannot afford to lose such human assets; they can go anywhere that progress is at a premium and prosper. As Archbishop Cushing told a Chamber of Commerce meeting recently, it ought to be to your interest to make these young men happy. Keep Boston brains for the development of Boston. These boys have that top American trait — the know-how. You cannot develop Boston as a seaport or as an airport without utilizing the kind of training these men can put at your disposal.

Don't depend upon geographical advantage to bring to your city the tonnage or the ships or the planes necessary for future transportation leadership. Our standing is only eighth among major ports.

Maybe what we lacked was personnel. Go ahead, by all means, with your plans for seaport development and go as far as prudent action will permit in a new dynamic industry with your airport. But all these things will prove expensive toys if you haven't the tonnage to put through them and the personnel to handle it.

The tonnage is right here. Take it away from other ports by everlastingly selling shippers the Boston habit. Then hold it here by keeping the trained young men of Boston in Boston when they return to you.

I wish you a very pleasant voyage into the land of progress and a happy landing!

DAILY EVENING
RECORD BOSTON AMERICAN
SUNDAY ADVERTISER
BOSTON 6, MASSACHUSETTS

April 17, 1945.

Mr. Jay R. Benton
160 Congress Street
Boston 10, Massachusetts

Dear Mr. Benton:

I regret very much that I was unable to attend the luncheon at the Copley Plaza today.

It so happened that I, along with the other Boston publishers, was detained at an important labor meeting. We expected to get through in time, but we were detained until almost 2 o'clock, which of course was too late to try to get up to the hotel.

The reports I have had indicate that the meeting was most successful - and you and your committee are to be congratulated on the fine showing.

Sincerely,

H. G. Kern

km

CROMPTON & KNOWLES LOOM WORKS
EXECUTIVE OFFICES
WORCESTER, MASSACHUSETTS

JOHN F. TINSLEY
PRESIDENT

April 18, 1945

Dear Mr. Benton:

I enjoyed very much the luncheon yesterday. The speaking was fine, you handled the situation exceedingly well, and altogether it was, I thought, a very fine meeting.

I especially liked Mr. Kennedy's address and I wonder if you could let me have a copy of it. There was certainly much food for thought and action in what he said.

Very sincerely yours,

John F. Tinsley

Jay R. Benton
160 Congress Street
Boston 10, Massachusetts

DERN

Mass. Motor Truck Ass'n, Inc

CHAMBER OF COMMERCE BUILDING, 80 FEDERAL STREET, BOSTON, MASS
TELEPHONE LIBERTY 8380-1

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TRANSPORTATIO

(Reg. U. S. Pat. Off.)

Vol. XIII No. 4 A NEW ENGLAND TRUCK OWNER'S PUBLICATION April, 1945

ruck Operators Interested in Development of Port of Boston

Motor Vehicles Will Become an Important Factor

E greatest natural postwar
oject before Massachusetts
ıe in which is of vital inter-
the trucking industry is the
ation and full development
Port of Boston, which is the
ay to Massachusetts and
New England.

Greater Boston Develop-
Committee of which Jay R.
n, president of the Boston
al Life Insurance Company
former attorney general is
nan, has introduced a bill
n as Senate Bill 216, which
les for the establishment of
t of Boston Authority. Hear-
have already been heard on
ill which is now in the hands
e State Administration Com-
e.

e Massachusetts Motor Truck
iation is interested in the
ment that has been launched
velop the Port of Boston and
e represented on the Greater
on Development Committee
n is now composed of over 200
inent men and women in the
ter Boston area. The object
ıe committee is to provide
d effort and action in carrying
projects for the further de-
ment of Boston as a desir-
place in which to live and do
ıess. It is probably the larg-
roup in the history of Boston
organized to promote civic
erment.

ıe Port Authority Bill, based
he Lane-Peterson Plan, now
re the General Court is the
step to insure that Massa-
etts shall retain the industrial
nsion it has won during the
, and that it shall be ready to
e in the increased commerce
business of the postwar period.

Port Is Important

he Port of Boston is of utmost
ortance to every business enter-
se and every wage earner in this
mmonwealth. Expenditures
led for in the Port Authority
l are an investment which will
pay dividends in creating new jobs as well as protecting existing ones, at a time when they will be needed most.

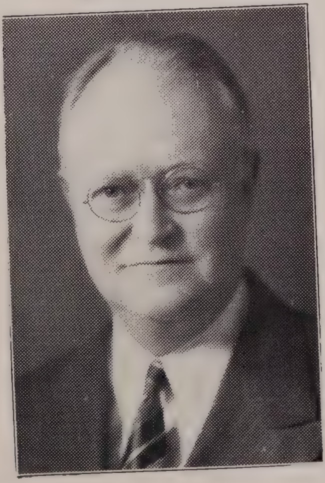
There are now only 29 berths at the Port capable of handling modern ships carrying general cargo, as compared with 35 before the war. Of the present number, however, 20 berths are for an indefinite period under the control of the Federal Government and 16 of these are owned by the Federal Government. Consequently, at the war's end there would be only nine berths immediately available for commercial use, and some of these are obsolete and need to be replaced by facilities that can handle modern ships, which are about one third larger than the pre-war models.

The Port would not be able to handle, even allowing for all the piers now operated by the Federal Government, the comparatively low volume of pre-war business. Should there be a marked increase in trade in the postwar period as is expected, if immediate steps are not taken, Massachusetts will have lost an opportunity that may vitally handicap this region for decades to come. Furthermore the Port has suffered by the lack of any authoritative central organization to manage its affairs on a business-like basis, as it is true of all progressive ports.

FACTS ABOUT PORT

- Boston is the nearest major American shipping center to European and South American ports.
- Boston is right on the ocean without the necessity of a long haul up a river.
- Boston has the deepest main ship channel on the Atlantic Coast with open navigation throughout the year.
- In pre-war days, 39 established lines operating in foreign trade and 15 in domestic trade made Boston a port of call.
- Large ship repair facilities exist in Boston Harbor.
- No lighterage is required in Boston Harbor, but is available.

PORT PROMOTER



JAY R. BENTON

Prospective Bottleneck

In other words, the Port of Boston with its insufficient and antiquated facilities is a prospective bottleneck to Massachusetts postwar shipping and trade, and the bottleneck must be broken. If Boston's Port goes into decay, the City of Boston goes into decay. If Boston goes into decay, Massachusetts and New England are on the toboggan.

This bill provides for a minimum number of modern piers to meet the emergency situation and for a reorganized Port Authority, under the jurisdiction of the Commonwealth, that has adequate powers to operate, construct, lease and co-ordinate all interests into a

(Continued on next page)

The Port of Boston

(Continued from page 1)

Insufficient and antiquated port facilities are a prospective bottleneck to postwar shipping and trade. As matters now stand, only 9 berths will be immediately available for postwar commercial cargo as compared with 35 before the war. The Commonwealth has already invested nearly $26,000,000 in the development of the port, and this investment will be jeopardized unless the port is equipped to maintain at least its prewar volume of traffic.

Most of the major industries in Massachusetts were established here because of cheap water transportation, and their survival is dependent upon adequate modern facilities which would attract ships plying the trade routes of the world. The state of industrial health in this area will greatly affect the real estate market and tax problems.

* * *

Your attention is directed to the article on the Port of Boston in another column. Perhaps no industry is more dependent, though indirectly, on the prompt and proper development, or re-development, of Boston as a Port, than our institutions, so closely connected with home financing, the homes themselves depending on the business and manufacturers in New England and this Commonwealth. Indeed this is a matter vital to New England.

* * *

charge a higher rate of interest but is literally "stuck with its contract as we do not ask the borrower to l likewise committed for the full term of the loan. H can take his loan elsewhere at a lower rate of intere at any time he so desires. For this release from a long term contract, while we remain bound by it, we fe that we can charge the borrower a small amount he leaves us early in the life of the loan. However, t maintain his good will, an explanation as to the rea son for the charge should be given.

In order to determine how far we should go at th Reliance Co-operative Bank in placing a penalty upo repayment in full, we thought it advisable to fir determine the cost of writing a loan and thereby hav a basis by which to "sell" to the borrower the fai ness of this sort of prepayment charge.

I have used as a basis for my estimate which fo lows, the period from October 1943 to October 194 in order that any bank that cares to make a simil estimate can readily do so by using the annual repo to the Commissioner of Banks. In order, howeve to keep the cost on a current basis it should be figure at least quarterly, because of changing condition Like production of an article, an increase in the num ber of loans written reduces the cost per unit, whi if only a few are written, it increases the amount un less expenses are reduced accordingly.

OCTOBER 1943 TO OCTOBER 1944

	pporting Schedule	Total Expended	Unit Cost per Loan Written	Cost pe $1,00 Writte
A. *Direct Operating Costs for One Year:*				
1. Cost to attract loans—Advertising	A-1	$ 3,126.19	$12.97	$ 4.2
2. Cost to secure loans—Security Com. Sal.	A-2	3,900.00	16.18	5.3
3. Cost to service loans made within the period	A-3	3,043.83	12.63	4.1
		$10,070.02	$41.78	$13.7
B. *Add—Cost of Money*	B-1			30.1
C. *Total Cost for First Year*				$43.8

Schedule A-1—Advertising:

The advertising for the period was devoted to mortgages, otherwise part of the cost would have been apportioned to the cost of money appearing below.

Schedule A-2—Security Committee Salaries:

The committee's time was devoted to the inspection and passing upon applications for new and renewed loans, therefore the total payment of the year for salaries is used.

Schedule A-3—Other Operating Expense:

This amount which pertains to new and renewed loans only is arrived at as follows:

One-half of the other operating expense amounted to	$17,460.72
The above divided by the total number of our 1383 mortgages makes the cost for each	12.63
During the period 241 new and renewed loans were written, or 241 x 12.63, amounts to	3,043.83

(One-half of the operating expense was used as basis because our business is devoted to savings an loans, and without an equal amount of either, funds being invested, the bank could not operate.

Unit Cost Per Loan Written:

During the period 241 new and renewed loa were written, which divided into $10,070.02, ma the cost of each $41.78.

Cost Per $1,000 of Loans Written:

The average amount of the loans written w $3,040, or an average per thousand of $13.74.

Cost of Money (Schedude B-1):

Balance of Operating Expense	$17,460.7
Dividend on Capital Liabilities	137,981.4
Total	$155,442.1
The above total divided by $5,164,264.00 the Capital Liabilities per $1,000 amounts to	$30.1

Buy War Bonds

ROBERT LUCE
91 SUMMER STREET
WALTHAM
MASSACHUSETTS

Fi
Received - Ben
APR 18 1945
Attended to viz.

April 17, 1945

Mr. Jay R. Benton
Boston Mutal Life Insurance Company
Boston, Massachusetts

Dear Mr. Benton:

After four months in the hospital I now can acknowledge your two letters of Nov,1 and Dec 31. Thank you for them. My recovery is not cpmplete for my powers of locomotion are still limited but am in hope to gain enough to let me go to Maine late in June.. Regret that I have been unable to attend meetings for so long a time. Look forward to renewing them in the fall. It was a pleasure to receive your word of kindness.

Very truly yours,

Robert Luce

Robert Luce.

Mr. and Mrs. William Ignatius Norton
request the honour of your presence
at the marriage of their daughter
Mary Jane
to
Daniel Edward Cleary Jr.
Lieutenant, Army of the United States
on Wednesday
the eighteenth day of April
at ten o'clock
Our Lady of Mercy Church
Belmont Massachusetts

Reception

immediately following the ceremony

Hotel Sheraton

The favour of a reply is requested
15 Indian Hill Road Belmont

Boston Mutual Life Insurance Company

HOME OFFICE
160 CONGRESS STREET
BOSTON, MASS.

April 13, 1945

Mr. Jay R. Benton
Boston Mutual Life Insurance Co.,
160 Congress Street
Boston, Massachusetts

Dear Sir:

The regular monthly meeting of the Board of Directors of the Boston Mutual Life Insurance Company will be held at the office of the Company, 160 Congress Street, Boston, on

Wednesday, April 18, 1945 at 1:45 P. M.

Very truly yours,

ECMansfield

Secretary

ECM:rmc

WAR BULLETINS

Fierce Fight On Elbe

American and German troops are locked in a swaying battle within the city of Magdeburg. The prize is four vital bridges across the Elbe River on the road to Berlin.

The Ninth Army troops now have the upper hand and have broken the back of the Nazi defenses after a fierce street battle.

Wednesday, April 18th 1945

Up early. Orange juice - oatmeal. fried eggs & Bacon - Toast - iced Coffee. Up to Sam's for the papers - Walked back to Oakley Road where I met Frances with the car. Leo Leary came along so we gave him a lift. The Square. The Subway. Office - Work - at 11 subway to Kenmore Square. To the Hotel Sheraton - attended wedding reception of Jane Norton. John & Mary there. Back to town on the cars talking with Jim Dorsey. Met Everett Lane at Steuben's at 12.30 for lunch. Lentil Soup. Breaded Breast of Lamb - Green Peas - Roll - Iced Coffee. Grape fruit. Back to the office. Directors' meeting at 1.45 - Finance Committee meeting. All through at 3.15 Office work to 4.45 then with Moody & Mansfield - to Allston - A stop at the Big Bear for a bottle of Rubbing Alcohol and a dozen Bulkie Rolls & home. Front Porch. Ted Foster came out for dinner with David. A large roast Beef - Ran off four reels of movies for David -

Frost in Suburbs West of Boston Predicted Tonight

Warning that frost will strike most suburbss to the west of Boston tonight was issued today by the United States weather bureau station in East Boston. Temperatures tonight in the city proper will drop to about 39, the weather bureau said. Below-freezing temperatures were predicted for tonight in northern New England states and readings of near or slightly below freezing in the interior of Massachusetts, Rhode Island and Connecticut.

WAR BULLETINS

American Drive Into Czechoslovakia

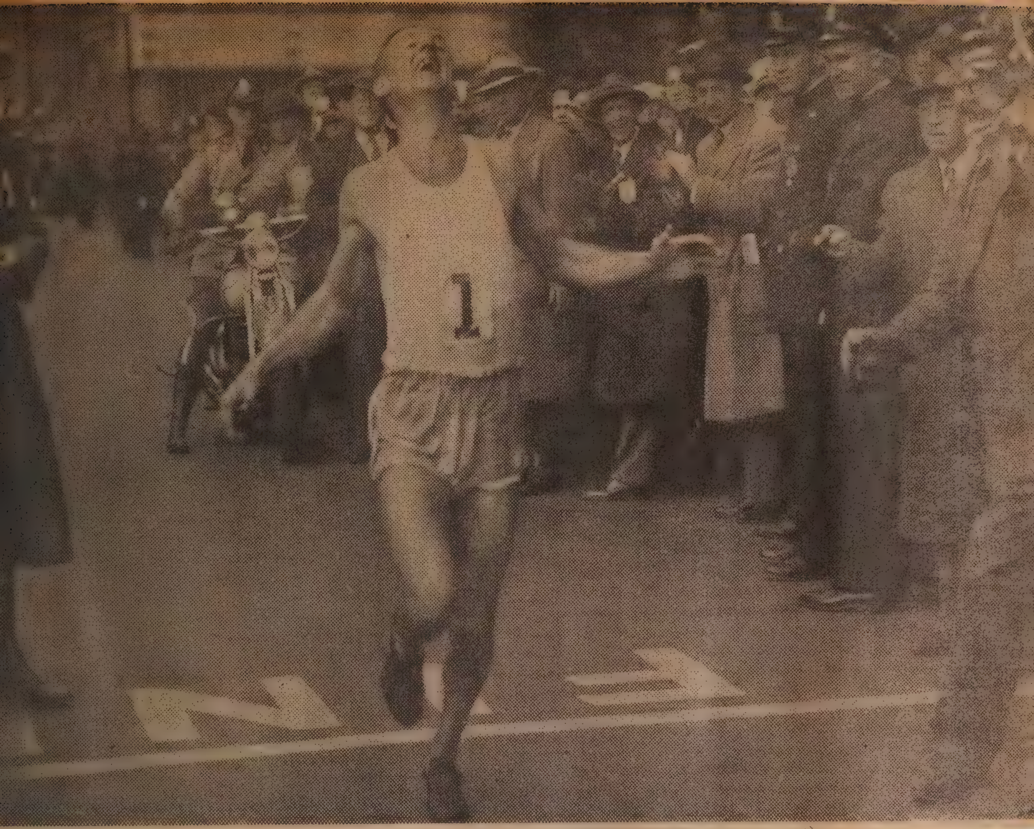
The American Third Army has driven three miles into Czechoslovakia.

In crossing the border, General Patton's flying tank columns split Germany in two. Now the tanks are jabbing southeast toward the Czech capital of Prague in a bid to slam shut the last line of escape southward for Nazi forces.

Thursday. April 19th 1945 X

The holiday was sunny but decidedly on the chilly side - Jane brought up my breakfast at 8.30 - Orange juice - wheat germ - Shad Roe + Bacon and good. Half a Bulkie Roll - Iced Coffee: Frances had been down earlier for a snuggle. Up at 9 - out and planted the six delphiniums in the Rose Bank - and planted the Easter Crimson Rambler against the trellis at the West end of the Annex - walked up to inspect Leary's spring planting - very little done to date - Back to the house. at 1.15 John and I drove over through Newton Four Corners & Newtonville to Commonwealth Avenue - To watch the Marathon. Clayton Farrer was in the lead at that point - but Johnny Kelley eventually won - Back to the house. Dinner - Lobster Salad. Rested the remainder of the day - Frances made me a snack supper. Scrambled eggs on toast. Milk. Sliced Bananas.

David & Jeanne, John & Mary went out for supper.



Kelley Wins B. A. A. Marathon

With arms outstretched and head thrown backward, Johnny Kelley of West Acton, running unattached, bursts the tape across Exeter st., Back Bay, in front of the B. A. A. clubhouse, to take the 49th running of the Patriots' Day classic, repeating his win of 10 years ago. Kelley's time was 2:30:40 1-5. Lloyd Bairstow, Coast Guard, second, was 500 yards behind. Ex-Rep. George Demeter, right, starts forward with laurel wreath in hand to

KELLEY CAPTURES BOSTON MARATHON

Runs 26 Miles 385 Yards in 2:30:40.2 to Repeat 1935 Triumph in Road Run

BAIRSTOW OF NAVY SECOND

Follows Veteran by Third of Mile—Heinicke, Rankine Next in Field of 68

BOSTON, April 19 (AP)—Thirty-seven-year-old Johnny Kelley of West Acton, Mass., who held back a victory drive until near the end of the race steamed across the finish line in first place today in the Boston A. A.'s forty-ninth marathon. The diminutive Irishman, who captured first place in the grueling Patriot's Day contest in 1935, finished a third of a mile ahead of Cox. Lloyd Bairstow of the United States Navy.

Kelley's time for the 26 mile 385 yard stretch of hills from Hopkinton to Boston was 2 hours 30 minutes 40.2 seconds, almost four minutes slower than the course record. Bairstow was clocked in 2:32:50, while finishing more than a half-mile ahead of Baltimore's Don Heinicke.

Semple Finishes Ninth

Robert (Scotty) Rankine of Toronto was fourth, Lloyd Evans of Montreal, fifth, and the others to place in the first ten, in order, were: Charles Robbins, stationed at the Chelsea Naval Hospital; Louis Young and Tony Medeiros, both of Medford; Johnny Semple, from the Sampson (N. Y.) Naval Training Station, and Ab Morton of Toronto.

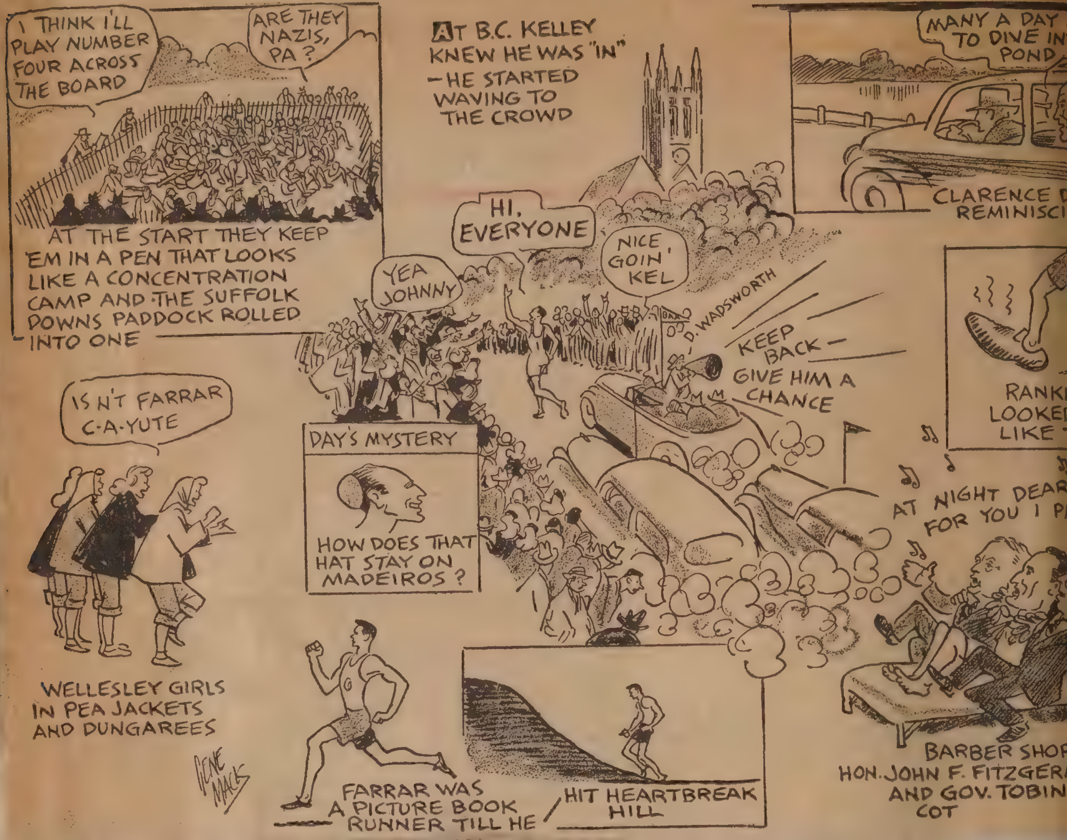
Never more than 1,000 yards behind the leader at any time, Kelley, who finished second five times since his victory of a decade ago, over-hauled the fast-tiring Bairstow at the twenty-three-mile mark.

Bairstow never was worse than second from start to finish but he trailed Coast Guardsman Clayton Farrar of New London, Conn., by about 300 yards until leg cramps forced the latter to drop out on the first of the Newton Hills, with about eight more miles to go.

Kelley's Judgment Correct

Apparently believing that Farrar and then Bairstow were setting too fast a pace, Kelley held back until they wore themselves out on

BREAKING "BRIDE'S MAID" JINX . . By Gene


I THINK I'LL PLAY NUMBER FOUR ACROSS THE BOARD
ARE THEY NAZIS, PA?
AT THE START THEY KEEP 'EM IN A PEN THAT LOOKS LIKE A CONCENTRATION CAMP AND THE SUFFOLK DOWNS PADDOCK ROLLED INTO ONE
AT B.C. KELLEY KNEW HE WAS "IN" — HE STARTED WAVING TO THE CROWD
HI, EVERYONE
YEA JOHNNY
NICE GOIN' KEL
D. WADSWORTH
KEEP BACK — GIVE HIM A CHANCE
MANY A DAY TO DIVE IN POND
CLARENCE D REMINISCI
RANK LOOKED LIKE
AT NIGHT DEAR FOR YOU I P
BARBER SHOP HON. JOHN F. FITZGERA AND GOV. TOBIN COT
ISN'T FARRAR C-A-YUTE
DAY'S MYSTERY
HOW DOES THAT HAT STAY ON MADEIROS?
WELLESLEY GIRLS IN PEA JACKETS AND DUNGAREES
GENE MACK
FARRAR WAS A PICTURE BOOK RUNNER TILL HE / HIT HEARTBREAK HILL

the hills before unleashing his victory drive.

"I'm so happy I don't care whether or not I ever win another race," Kelley said as he was crowned with the traditional laurel wreath. "Ten years was a long time to wait for this second victory."

The starting field of sixty-eight had ideal weather conditions, with the temperature in the low degrees. A strong wind favored the runners all the way.

The only starter to suffer serious discomfort was Ben Buffert of New Waterford, N. S., one of the twelve Canadians in the race, who had a short stay in the Newton Hospital after he dropped from exhaustion.

THE LEADING FINISHERS

	Time.
1—Johnny Kelley, West Acton, Mass.	2:30:40.2
2—Cox. Lloyd Bairstow, U. S. Navy	2:32:50
3—Don Heinicke, Baltimore	2:36:28
4—Robert Rankine, Toronto	2:38:03
5—Lloyd Evans, Montreal	2:39:43
6—C. Robbins, Chelsea Naval Hospital	2:39:51
7—Louis Young, Medford, Mass	2:40:23
8—Tony Medeiros, Medford	2:41.04
9—J. Semple, Sampson (N.Y.)N.S.	2:47:36
10—Ab Morton, Toronto	2:49:55
11—George Daniels, Boston	2:50:50
12—George Dickson, New York	2:50:58
13—Carl Maroney, Medford	2:55:21
14—Lucier Golin, Montreal	2:55:43
15—Mike O'Hara, New York	2:56:57
16—Pat Boulton, Montreal	2:58:30
17—C. Phillips, Highland, N. Y.	3:01:09
18—Joshua, Hurtwitz, U. S. Navy	3:06:02
19—Cpl. A. Cameron, Newmarket, Ont.	3:69:52
20—Charles Brederson, Boston	3:11:11
21—Jimmy Carrick, Washington	3:12:25
22—Algat Lundberg, Boston	3:14:04
23—Fred Brown, Medford	3:16:31
24—A. Batchelder, Reading, Mass	3:16:59
25—Louis Bolg, New York	3:18:13
26—George Caldwell, Boston	3:19:02
27—Samuel Monestero, Philadelphia	3:19:38
28—F. G. Lennox, Toronto, Ont	3:20:41
29—George Casper, Philadelphia	3:23:44
30—E. Erickson, Camp Perry, Va	3:25:04
31—John Abbate, Philadelphia	3:29:12
32—J. P. Canney, Medford	3:34:16
33—O. G. Sponer, New Bedford	3:37:25

RUTLAND DAILY HERALD,

RUTLAND, VERMONT, THURSDAY MORNING, APRIL 19, 1945.

Hard Lines And Old Times

BY WALTER HARD

FROM
MY
XMAS
ANNUAL
OF
1939

Senator Earl Stevens loaned us the paper with his ad, in it as below. After we had caught our breath we said: "Gosh, you must have an enormous building." He said that was the trouble—it wasn't a large building. "I've got stuff in the back room piled up so I go sidewise so much sometimes I wonder if I'll ever be able to walk straight ahead."

((This was in a 1939 newspaper reprinted with Senator Stevens' nod)

STEPHENS GENERAL STORE
Guildhall Falls, Vermont

Quarter Mile South of Where Grange Hall and the Cheese Factory Used to Be.

Come in and sit on the cracker box. Let us show you our complete stocks.

Below are many attractive Christmas specials. Check the list for your holiday needs. Complete line of Pleezing Goods, Vim Dog Food, plenty of Planters Punch, Rainbow Ice Cream, Chewing Tobacco, Spectacles, Beeswax, Sandpaper, Rock Candy, Lightning Rods, Buzz Saws, Mudguards, Sage Cheese, Canary or Bird Seed (use plenty to keep in full song. Increase three times weekly during moulting) Sash Weights, Maple Sugar, Feather Beds, Licorice, Butter Churns, Rubber Heels, Birdcages, Huckleberries, Bandanas, Cinnamon, Romeo Slippers with elastic sides, Bellybands, Milk Stools (Comfortable Seat, well balanced on three sturdy legs), Jew's Harps, Gingerbread, Crowbars, Dried Herring, Axle Grease, Gravestones, Fiddles, Cow Bells, Harmonicas, Gold Fish, Nightshirts, Cider, Refillable Whip Sockets, Handlebars, Martingales (one of the finest heavy duty black leather martingales in America. Stitched on a curve to prevent wrinkling), Blackboards, Chalk and Erasers, Moth Balls, Bloomers, Bass Drums, Garlic, Horseshoe Nails, Horse Feathers, Horse Collars, Horse Radish, Horse Blankets, Horses, Popcorn, Corn on the Cob, False Teeth, Tooth Picks, Pincushions, Animal Remedies, Pickled Limes, Monkey Wrenches, Fish Worms (Grade A, Cull & Nubbins) Disinfectants and Deodorants, Weather Vanes, Salted Peanuts, Lumberjacks Socks, Currycombs, Piccalilli, Dr. Hostetters Bitters, Hassocks, Mittens, Isinglass, Left Handed Zithers, Dump Carts, Sassafras, Corkscrews, Scythe Snaths, Haystack Covers, Sulphur and Molasses, Windmills (try our Victory Set. Free Wheeling. Get 20% more water in light wind.) Venetian Blinds, Fish Hooks, Bean Pots, Assorted Badges, Mosquito Netting, Door Knobs, Bait Boxes, Toupees, Corn Cob Pipes, Marbles Whiffletrees (Selected Hardwood varnished), Clothes Pins, Gherkins, Bedpans, Anchors, Cambric Tea, Husking Bee Gloves, Ear Muffs, Rolling Pins, Lozenges, Mustache Cups, Aquariums, Watering Troughs with outlets, Jack Knives, Jig Saws, Carpet Tacks, Sulkeys, Rakes and Handles, Galluses, Lumbago Belts, Jelly Jar Labels, Rubber Plants, Horehound, Paprika, Pitchforks, Trombones (Drawn Nickel-silver one-piece slide. Improved Water Key) Bed Bug Killer, Mica, Cotton Batting, Silos, Putty, Peat Moss, China Eggs, Sickles, Ouija Boards, Stove Lid Lifters, Folding Beds, Playing Cards, Duck Decoys, Duck Soup, Bee Keepers Supplies, Saddlesoap, Glass Eyes, Mouse Traps (New style Bait Cups Keeps trap baited at all times. Trigger—quick in action) Rubber Boots, Darning Needles, Stove Pipes, Surcingles, Whisk Brooms, Anvils, Hominy, Arrowroot and Sage, Knick Knacks, Step-ladders, Cloves, Cuckoo Clocks, Lassos, Carraway Seed, Ukuleles (Rich Mellow Tone, Felt Pick and 5 minute instruction book), Spreaders and Attachments. (Big Capacity, Handles Heaping Loads of 65 to 70 bushels. Greater Cubic Foot volume than most spreaders. All new superior features plus 1 minute instruction book), Lamp Wicks, Flypaper, Potato Chips.

Special Sale For One Week Only—One Second Hand Pool Table. Name your price, wap up and take away.

Earl E. Stevens, Sole Proprietor, Side Judge, Chairman Board of Selectmen, Fire Warden, Caller of Square Dances, and Grand Head of the Tenth Province—Kiwanis Clubs of America.

—"JOHNNY KELLEY MEETS HIS DAD"—

THE NATIONAL
Shawmut Bank
OF BOSTON
CAPITAL $10.000.000
SURPLUS $20.000.000

April 20, 1945

IN REPLY PLEASE REFER TO

Dear Jay:

I have been very slow acknowledging your note of the 7th and the card you sent me while I was in the hospital, but I appreciated them very much nevertheless. It was notes and cards like the ones you sent that made the time seem shorter.

I am glad to know that you have been able to dig up some of the wherewithal to start the ball rolling for the Boston Committee work, and have followed with a great deal of interest various articles that have appeared in the paper. I hope the publicity can be kept up because it is the only way you will ever get anywhere. Once you get a thing rolling and then it starts slipping, it is always hard to bring it back. There is too much at stake to ever let this thing fall by the wayside and I am only waiting until I get enough strength back so I can get in and do all I can to help you pitch. I have been released by the hospital and the doctor tells me that I am all right and with reasonable care should be as good as new. I am at home trying to regain the strength I lost lying in bed, and should be able to get back to the bank, at least for part time, within the next week or ten days.

Sincerely yours,

Henry

Mr. Jay R. Benton
160 Congress St.
Boston, Mass.

AP. 20, '45

WOMAN FOUND LYING ON FLOOR

Taken to Hospital Suffering From Bruises

Miss Marion H. Woods, 66, of 50 Lake ave., Melrose, is at the Melrose Hospital after being found by police when neighbors reported the elderly woman had not taken deliveries of milk and the newspaper from her doorsteps.

The police after gaining entrance through a window found Miss Woods lying on the floor and the room in disorder.

Taken to the hospital, she was found to be suffering a cerebral hemorrhage and with bruises about the face and neck. According to police, the room had the appearance of having been ransacked but they could find no evidence that the house had been entered.

A DISTANT
RELATIVE
OF FRANCES'

FRIDAY. AP. 20, 1945

Lt. and Mrs. David Benton and infant daughter, Leslie, returned to Arlington, N.J., last Friday after visiting with his parents, Mr. and Mrs. Jay R. Benton of 3 Pequossette road. Lt. Benton, following a 28-day leave, has returned to duty with the Army Air Force.

BACK BAY STATION
AP. 20, 1945

WAR BULLETINS

Big German Cities Fall

Allied troops in Germany have toppled four major cities and they have brought a fifth city, Berlin under artillery fire.

American First Army doughboys seized Leipzig and Halle in a one-two victory. The American Seventh Army now holds Nuernberg. The Ninth Army has taken Duesseldorf. Troops of the Red Army have pushed to within 14 miles, or less, of Berlin and have trained their guns on Europe's queen city.

Predict 64 Degrees With Light Showers

Increasing cloudiness and temperatures up to about 64 degrees, followed by light showers tonight and more fair weather tomorrow was forecast for this vicinity by the Weather Bureau today.

The minimum temperature in Boston last night was 42 degrees, and the forecaster said conditions were just about perfect for frost.

There were reports of light frost in some low lying sections in the suburbs, but Globe gardens director Paul W. Dempsey said, "it was spotty and did little, if any dam-

---

Friday, April 20th 1945

Up early Breakfast orange juice wheat germ - poached eggs on toast - iced coffee to Sam's for the papers - to town all the way on the cars - Work at 10.30 came George Brady of the Sunday Advertiser for an interview - Took the Subway to Copley - to the Back Bay Station to see David, Jeanne, and the Baby Leslie off on the 12. O'clock - Frances + John there too. Walked down to the Statler. Met Everett Lane at the Cafe Rouge but crowded there, as it was at Pieroni's in Park Square. We finally got in at the Country Plate in the Little Building - Had Filet of Sole Tartar Sauce Green Peas - Hot Coffee. Orange. Back to the Office. At 3 Came Siegal of the C.I.O. for a conference - at 3.30. Alden Brett of the Boston Committee - at 4, Davy of the Housing Association - Left at 5 - with Moody, Mansfield, & Leary to Allston - a stop at Griffin's - Home. Little Living Room. The Mt Auburn Italian Gardener came around - Dinner - Frances down for a snuggle. Called David at Arlington, New Jersey.

LONDON, April 21 (AP)—The Germans declared today that 1,500,000 Russian troops laying siege to Berlin had battered into five suburbs, and flanked the shell-pounded capital on the southwest with a sweep to within 32 miles of American lines.

Saturday, April 21st 1945

All slept out I started reading at 4. A.M. Jane brought up my breakfast at 8.30 Orange juice 'Wheat germ - Dropped egg on corn beef hash - Toast - Iced Coffee - continued to read papers to 10 o'clock and then did some testing preparations + Shaved and dressed. at 11.45 Frances drove me down to Harvard Square. Subway to Park. to the Parker House - Attended B.U. Law Luncheon Conference - a long drawn out affair - started at 12.30 and not over until 3.45 - Home all the way on the cars - Undressed and rested. Downstairs at 6. Girls out Frances cooking. Baked Beans. Frankfurters - John in Bed with a cold tonight.

- The -
"CITIZEN" OBSERVES

* * *

NEW PUBLICATION . . . Competition to the Belmont CITIZEN is to be expected in the Payson Park section when a new publication, called the *Scoop*, gets fully under way. With Bob Fahey and Bob Kelly, both 13, as editors, and Elizabeth Fahey (who signs herself "Lil" Fahey) feature writing a column entitled "My Week," it is an attractive periodical, reproduced on a gelatine duplicating machine. Their motto is: may Corruption be chained; and truth maintained. So if you want the latest, particularly among Benton road families, buy the Scoop each week for only a nickel.

BOSTON UNIVERSITY SCHOOL OF LAW
ASHBURTON PLACE
BOSTON, MASSACHUSETTS

April 10, 1945

Hon. Jay R. Benton
160 Congress Street
Boston, Massachusetts

Dear Mr. Benton:

The President and Faculty of this School of Law invite you to attend a conference on Legal Education to be held at the Parker House, Boston, on Saturday, April 21, 1945, at 12:30 p.m.

Full particulars concerning the conference are set forth in the enclosed announcement. I hope that it will be possible for you to be present.

Sincerely yours,

Elwood H Hettrick

Elwood H. Hettrick
Dean

R.S.V.P.

The President and Faculty

of

Boston University School of Law

cordially invite you to attend

a conference on

THE FUTURE IN LEGAL EDUCATION

to be held at the Parker House

on

April 21, 1945

R. S. V. P.

The Faculty of Boston University School of Law is dedicated to the advancement of legal education in New England. It believes that satisfactory progress cannot be made by one individual or group acting alone but that there must be a cooperative effort among the Law Schools, the Bar Associations, the Boards of Bar Examiners and the Judiciary.

The vitality of legal education with its concomitant effect upon the standards of the legal profession stems from a perpetual search for a deeper insight into the problems which continually arise, and for more effective methods to resolve these problems.

To this end, Boston University School of Law is inviting together representative members of each of these groups in the interest of the development of legal education, for it is our belief that the ultimate attainment of this objective can be accomplished only through joint efforts.

PROGRAM

Luncheon

Parker House, Old Boston Room
Saturday, April 21, 1945, at 12:30

Conference

Chairman of the Conference

Honorable Louis S. Cox, formerly an Associate Justice of the Supreme Judicial Court of Massachusetts.

Legal Education in the University

Dr. Daniel L. Marsh, President of Boston University.

An Adventure in Legal Education

Mayo A. Shattuck, Past President of the Massachusetts Bar Association and member of the Massachusetts Board of Bar Examiners.

The Law Teacher and Democracy

S. Kenneth Skolfield, Dean of Northeastern University School of Law.

The Future of the Law School

Elwood H. Hettrick, Dean of Boston University School of Law.

The Law Schools and Government

Arthur T. Vanderbilt, Past President of the American Bar Association and Dean of New York University School of Law.

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*Past President

MASSACHUSETTS LEGISLATORS ASSOCIATION

☆

Be it known to all that we who have been fortunate enough to have had the distinctive privilege of being members of the greatest deliberative body in this Nation, the Massachusetts Legislature, cherish dearly the friendships we have made while in that service, and, for the purpose of perpetuating these friendships and the spirit of fraternalism with which all of us have been endowed, we hereby associate ourselves into a group, the aims of which shall be social, fraternal, and benevolent. Realizing the frailties of human nature and that the permanence of this organization depends upon the strict confining of our activities to the above-mentioned aims, let this admonition be heeded by all: *That no member shall attempt to use this association for any political gain or advantage either of himself or of anyone else, so that the spirit which prompted its creation shall never be abused.* [PREAMBLE TO CONSTITUTION.

☆

Dear Member,

Enclosed is your 1945 membership card. Your cooperation with the officers and interest in the Association will be deeply appreciated.

The Secretary reports that many former members of the General Court have moved from the districts they represented while serving in the Legislature, with the result that the Post Office has returned to the Secretary marked "Not Found", all mail addressed to them.

Will you explain this to any former member who might contact you and state he has not received any notice in relation to the Association?

Your efforts will also be appreciated if you will interest any present or former member of the General Court who lives in your district in joining the Association.

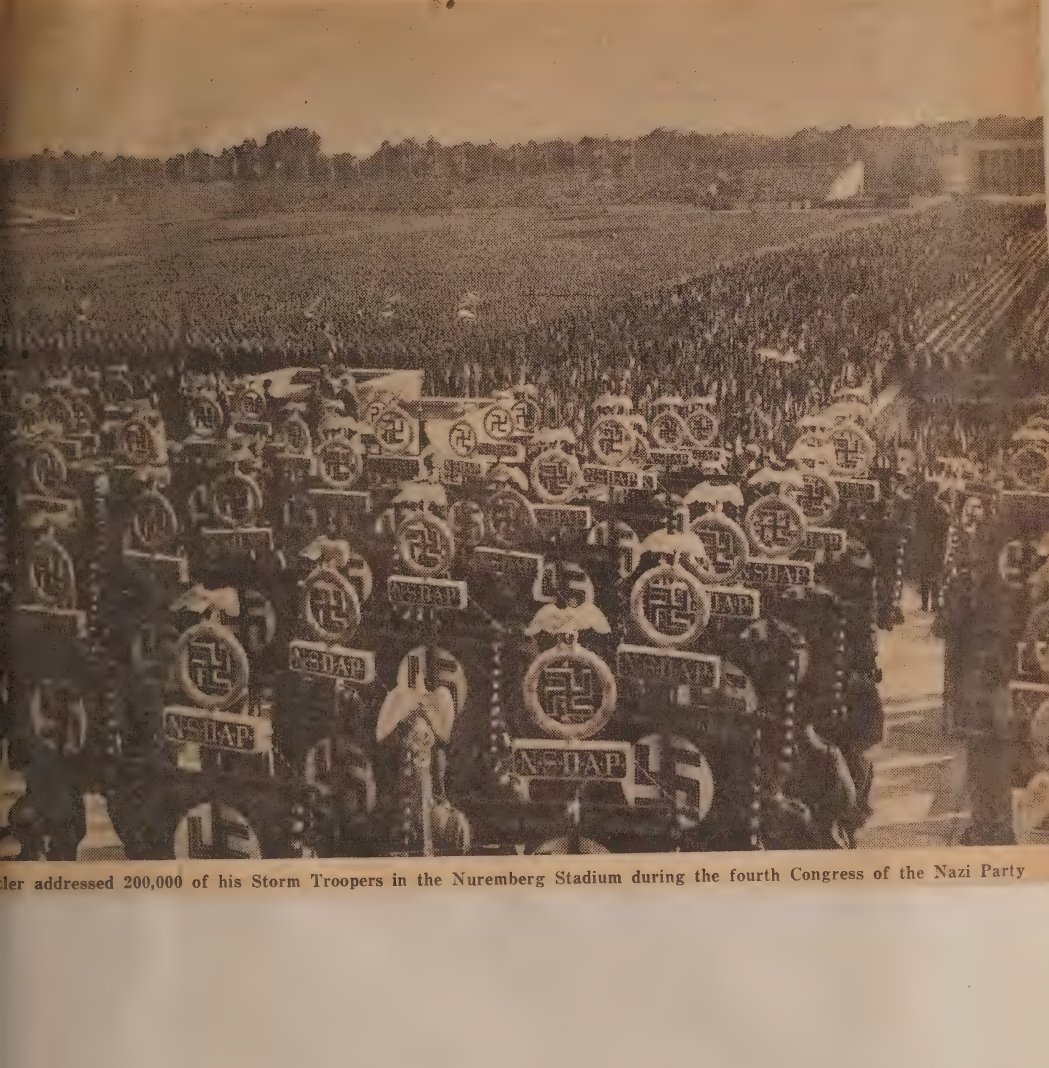
With my best wishes and kind personal regards.

Most sincerely yours,

Ernest H. Sparrell
ERNEST H. SPARRELL
President

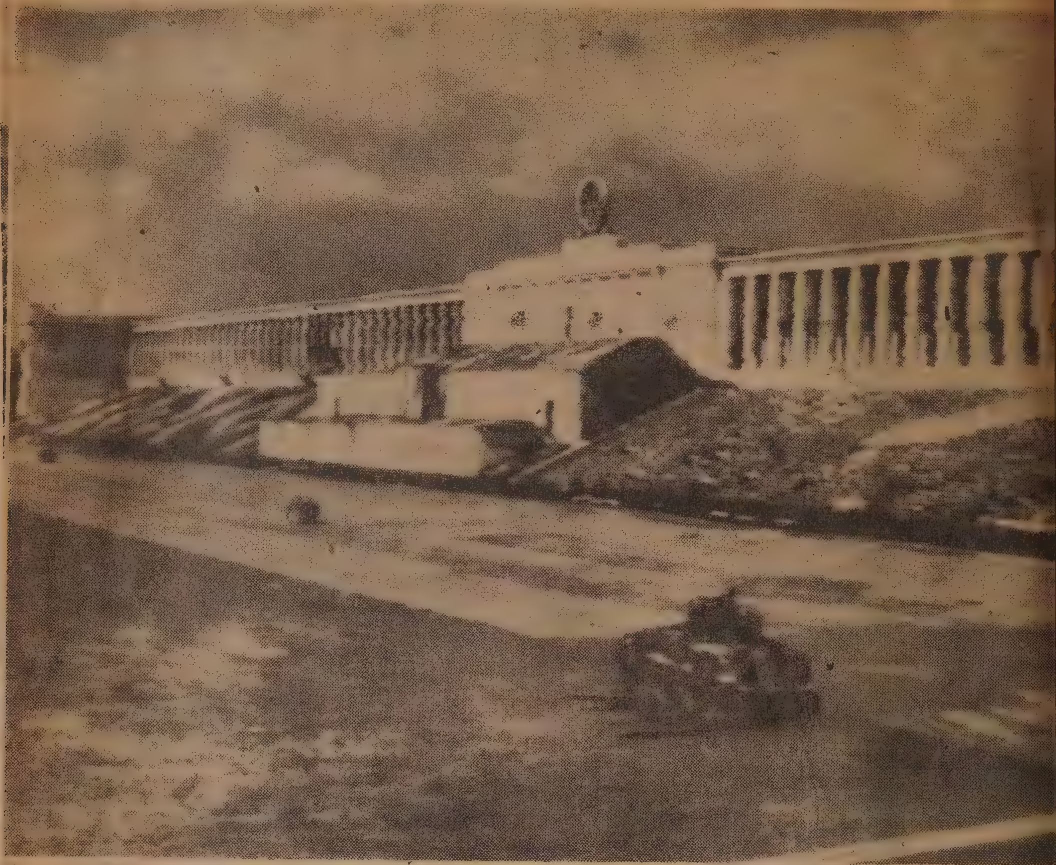
GEORGE P. HASSETT
Secretary - Medford

Modern Tale of Two Cities: Nuremberg


NSDAP
NSDAP
NSDAP
NSDAP

ler addressed 200,000 of his Storm Troopers in the Nuremberg Stadium during the fourth Congress of the Nazi Party

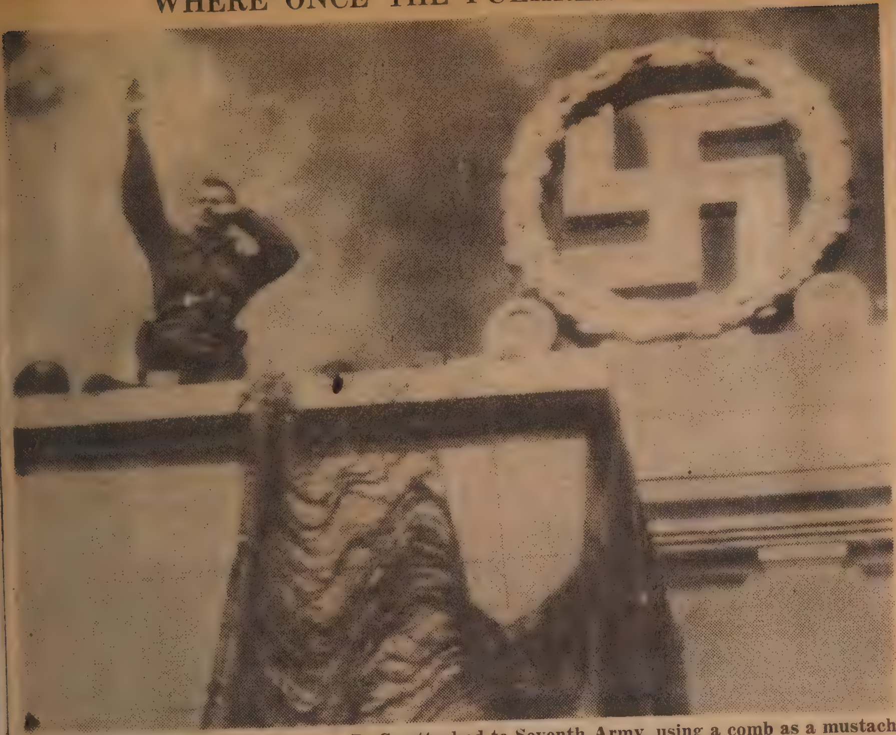
rom 1934 to 1945—Hanover as It Is Today



Gone were Hitler and his legions when our Seventh Army tanks entered the stadium yesterday. Only symbol of nazism was s

The New York Times (U. S. Signal

WHERE ONCE THE FUEHRER STOOD



Harold L. Hershey, Washington, D. C., attached to Seventh Army, using a comb as a mustache, gives his impression of Adolf Hitler making a speech in the Nazi shrine city of Nuremberg.

The New York Times (U. S. Signal Corps Radiotelephoto)

BOSTON (SUNDAY) ADVERTISER
NEW ENGLAND'S GREATEST NEWSPAPER CIRCULATION
Vol. 265 — No. 8 Boston, Sunday, April 22, 1945
Entered as second class matter at Boston, Mass., under Act of March 3, 1879
PRICE 10 CENTS Beyond 30 Miles 15 Cents

Work on Hub Port Must Start at Once--Benton

By GEORGE BRADY

"If we want to be prosperous after the war and have the work and wages our people expect and deserve, we must revive and reinvigorate the Port of Boston immediately.

"We cannot wait until peace comes.

"It will be too late then."

That is the warning of Jay R. Benton, president of the Boston Mutual Life Insurance Co. and chairman of the Greater Boston Development Committee.

"These are extremely critical days," Mr. Benton said. "Unless we are ready to take our rightful place in world commerce at the war's end, we shall have lost the biggest opportunity in a century.

"Because time is precious and every minute counts, the Legislature should now pass the bill creating a real Port Authority with adequate powers and appropriations. This is essential. It cannot be delayed or postponed.

"The trouble in the past has been that we have had a Port Authority without authority. There were good men on it, but they lacked the means to accomplish anything worth while.

"Consequently, our docks rotted, our vital facilities became ruins, and business that belonged to us went elsewhere."

Mr. Benton attributed this neglect partly to the failure of the people fully to appreciate what the port could do for them.

"Boston is a uniquely fortunate seaport because of its natural advantages," he declared.

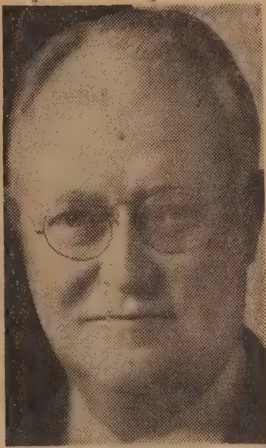
"No better proof is needed than that our country made it one of the busiest export centers in the current war.

"Actually, this port of ours is not the origin or destination of the bulk of traffic carried by its water lines.

"It is a concentration point, or gateway, in severe competition with other gateways along the coast for shipping business.

"A port such as ours is a focus of lines of communication, and Boston located at such a focus, enjoys peculiar advantages. Millions of dollars are expended in and about the harbor simply for handling the vessels that come to Boston.

'Speed Up Port'



JAY R. BENTON

"Water carriers make large outlays in connection with terminal operations. They pay heavily for coal to local dealers; they pay longshoremen for handling their cargoes; they buy provisions, stores and dunnage from local merchants; they pay pilots for taking ships in and out, and towing companies for berthing them.

"The millions spent for handling the vessels do not take into account the sums spent for docking and repairing them.

"It does not consider the value to the community of the ships' crews and their families who live here, or the clerical forces employed on the piers and in the local freight and passenger offices.

"Nor does it include the taxes on real property which is owned by the lines or leased and given value by steamship use.

"Nor does the estimate consider the hundreds of barges and other craft which supply Boston with coal and lumber; nor the lighters which are employed to tranship between land and water carriers; nor the cartage firms which transfer package freight."

Legislators who have ignored the port and its needs should be especially concerned with these facts, Mr. Benton said.

"And by that I mean legislators from the most distant parts of the Commonwealth," he added.

CITES VALUE TO N. E.

"As important as the port is to Boston and our metropolitan cities and towns, it is far more valuable to Massachusetts and New England.

"All eastern and northern New England interested in overseas and coastwise shipments has value and power added to it by the proximity of the Boston water terminals.

"Every extension of these terminals gives added opportunity for expansion to every point in the territory it serves.

"In normal times interior New England sent or received three tons of freight through the Boston gateway for every ton shipped for the port itself, and so enjoyed three-fourths of the direct advantage of every Boston steamship service for every one-quarter that Boston retained.

"This indicates the true relationship between the seaport and the territories of Massachusetts and New England.

"Truly, the port is a servant of the interior."

The business of developing the harbor and docking facilities of Boston is therefore serious business affecting the future welfare of the whole New England area, Mr. Benton declared.

NEW PIERS NEEDED

"It means," he explained, "the creation of water lines for all New England. It means building modern and up-to-date piers so that we may meet our competitors upon an equal basis.

It also means the removal of barriers to free interchange, interposed by unjust rates and practices, and active co-operation with the lines now here, so as to make their ships profitable.

"And, as I have said, the first step is a new strong Port Authority which can make every effort to attract, encourage, engage and otherwise assist new shipping.

"The large stake we are playing for is industrial and commer-

WORK ON PORT MUST BEGIN AT ONCE—BENTON

Continued From First Page

cial expansion and supremacy.

"Between the first World War and the present conflict we were asleep at the switch.

"Unless we want to repeat our mistakes, we must resolve now to talk less and accomplish more.

"But if we have learned anything from the bitter experiences of the past, we can make our tomorrow bigger, better and infinitely happier than we dared dream a decade ago.

"It is true, Boston is the largest city in New England and the fifth largest in the United States.

LEADS IN WOOL

"It is the commercial, industrial, financial, manufacturing and transportation center of New England.

"It is the largest United States wool market.

"It leads in the worsted industry.

"It is second in the concentration of retail trade, in the density of manufacturing plants and in the volume of imports.

"It is the third financial center of the country.

"It is one of the great shoe centers of the world, as well as one of the three great rubber manufacturing cities.

"It has one of the best harbors in North America, with an area of 47 square miles and 140 miles of water frontage.

"And yet this is only a start.

"If we really go to work and begin to build, with the improved and modernized port as a foundation, there is no limit to the amount of prosperity we can achieve as a forward-moving, thoroughly alive city, State and section."

Gusts and Gales Hit Boston,

Bostonians were buffeted about by strong, gusty winds yesterday which seemed to belong to March rather than April. At times yesterday the gusts reached full gale velocity of 55 miles an hour and played havoc with electric light poles, trees, plate-glass windows and small craft throughout the city and suburbs.

Several boats in the Charles River basin were torn loose from their moorings and capsized. A large tree in the rear of the Buddies' Club, on the Boston Common, toppled at the height of the gale and a 150-year-old elm at Walnut and Elm sts. in Saugus tied up traffic from Lynn to the Newburyport turnpike

Clear and Cool, Forecast Today

Victory Garden enthusiasts may have to wait a few more days before planting, but today temperatures should be just right for wielding the spade and rake—or perhaps for a brisk, long walk.

Generally clear skies and temperatures in the high 50's are forecast by the weather bureau.

Sunday, April 22nd 1945X

Real chilly today and windy. Woke up at 5
O'clock and reading from then on -
Jane brought up my breakfast at 8-30
and it was a good one. Orange juice -
wheat germ - Dropped egg on fish cake -
strip of Bacon - Baked Beans - Catsup
Toasted English Muffin - Iced Coffee + up
at 10.30. Wind is really roaring. Over to
call on Mother at 11 Oak Avenue at
11.15 stayed an hour - Back to the house
Frances and I drove over to Pat + Louise's
Much flutter over the coming wedding of Ann.
It has been set for May 12th Home at 2 for
dinner. Roast Leg of Lamb. Rested until 5 - X
Hot Tub Bath - felt good. The girls went out
this afternoon and won't be back until
morning - some kind of a party. Frances
made me a snack supper. Welsh Rarebit -
Salad. Milk. Mary stayed over at Pat +
Louise's until 10.30+

Freeze Blights N. E. Fruit Crop

Sub-freezing temperatures caused widespread damage to New England's prematurely blooming fruit crops, an Associated Press survey of growers disclosed today as the weatherman predicted frost tonight.

Fruit blossoms in the Connecticut valley area were frozen by temperatures as low as 21 degrees, according to Dr. Jacob K. Shaw, Massachusetts State College research pomologist.

Orchards, advanced four weeks beyond normal by recent record-breaking heat, were hard hit. Apples, blueberries, strawberries and peaches suffered losses ranging up to 20 per cent of the crops.

Cape Cod cranberry growers, forewarned of the cold, flooded their bogs and averted serious damage despite a temperature of 23 degrees.

Another night of below freezing in many parts of New England was forecast for tonight. The lowest temperature in Boston was expected to be about 38, but interior suburbs will have readings near 29, with frost likely.

Strong winds in the Concord-Lexington and many other areas averted a frost.

Monday April 23rd 1945

Up early and for breakfast — orange juice wheat germ — fried eggs & Bacon - toast - iced coffee. Frances brought the car in - took 2 suits to Bernstein's - very cold today - took out the heavy overcoat - the suit case - to the Square with Frances - Subway - office - hard at work - at 11 - came Robert Guild looking for a job with the Boston Committee + at 12.30 to the Parker House luncheon meeting of the Board of Directors of the Boston Chamber of Commerce + Over at 1.50 to Liggetts for medicine + left to films at Jordans - to Cobb Bates & Yerxa for 2 Bunches of sweet peas for the office + Back to the office - work - came a fellow from the Boston Safe Deposit & Trust Co. looking for a job in our Real Estate Department work to 4.45 - with Moody and Mansfield - to Allston then home +

Sgt. Peter J. Benton
SMS-51 MCAS
Mojave, California

APR 23
5

AIR 8 MAIL
CENTS
UNITED STATES OF AMERICA

SEMPER FIDELIS

U.S. MARINE CORPS

April 23, 1945

Dear Mom and Dad,

Not much has happened since I last wrote and with the baby and all the excitement I knew you would miss my letters less than ever.

It's been very hot for a couple of weeks. I've got a good start on a tan. The pool is still closed but it should open at the end of the week.

I have quite a few new records and I'll probably send them home soon. I'm glad the Camels arrived ship-shape. I've got to write to Jim. He's worked the hardest of us all and now those B------- have got him stopped. I met some marines from Iwo the other night - mostly with arms in slings. No medals, no ribbons, just the best we've got. They were nice fellows and very young.

That's about all for now.

Love,
Peter

Sgt. Peter J. Benton
SMS-51 MCAS
Mojave, California

AIR 8 MAIL
CENTS
UNITED STATES OF AMERICA

APR 23
5
19

Mr. and Mrs. Joy R. Benton
3 Pequossette Road
Belmont, Mass.

BOSTON CHAMBER OF COMMERCE

Summary of matters to come before the
Board of Directors Monday, April 23,
1945, at 12:30 p.m., the Parker House

(1) Approval of the record of the meeting held March 9, 1945.

(2) Membership matters

- (a) Election of applicants to membership
- (b) Acceptance of resignations from membership

(Reports sent herewith.)

(3) Financial statements as of February 28, 1945. (Statements sent herewith.)

(4) Audit of the accounts of the Chamber for the twelve months ending December 31, 1944 as prepared by William Dillon & Son, Certified Public Accountants.

(5) Report of the Committee on Aviation regarding plans for Aviation Week. (Report sent herewith.)

(6) Report of the Committee on Federal Taxation & Expenditures proposing reductions in federal taxation. (Report sent herewith.)

(7) Report of the Committee on Fire Prevention on various legislative bills. (Report sent herewith.)

(8) Reports of the Committee on Foreign Trade

- (a) relative to the Bretton Woods Agreements
- (b) recommending that the Chamber favor H.R. 2652 extending the Trade Agreements Act.

(Reports sent herewith.)

(9) Reports of the Committee on Industrial Relations

- (a) relative to Referendum No. 86 of the United States Chamber of Commerce on royalty payments to representatives of employees. (Report and referendum sent herewith.)
- (b) opposing a federal fair employment practice law (H.R. 2232). (Report sent herewith.)

(10) Report of the Committee on Municipal Finance, recommending refunding of the Sumner Tunnel bonds. (Report sent herewith.)

(11) Reports of the Committee on Transportation

- (a) favoring the Boren Bill (H.R. 694)

(b) favoring the Bulwinkle Bill (H.R. 2536)

(c) regarding bills proposing changes in the railroad retirement, pension and insurance systems (S. 293 and H.R. 1362)

(12) Report of the Committee on Traffic Control concerning pending legislative matters. (Report sent herewith.)

(13) Other matters:

(a) Ratification of action taken by the Executive Committee

1. on the report of the Committee on Membership recommending the election of applicants to membership.

2. relative to financial reports and political contributions of labor unions.
(Copies of reports which were approved by the Executive Committee sent herewith.)

(b) Fixing the hours of balloting at the annual election of Directors on May 15.

Meeting of the Board of Directors Monday, April 23, at 12:30 p.m., at the Parker House. Present: President William K. Jackson and Directors Charles Francis Adams, Frank G. Allen, O. Kelley Anderson, Thomas P. Beal, Jay R. Benton, Robert B. Choate, Paul F. Clark, Dudley H. Dorr, David F. Edwards, Carl S. Ell, Gustavus J. Esselen, James T. Gormley, W. Latimer Gray, H. Ainsley Highman, Ralph Hornblower, Arthur J. Kelly, James G. Kennedy, Henry Penn, Charles T. Reardon, Glenwood J. Sherrard, M. D. Liming, Secretary, Arthur S. Harris, Assistant Treasurer, Charles E. Lee, Manager, Civic Department, and James H. Walsh, Manager, Commercial and Industrial Affairs Department.

The record of the meeting held March 9, 1945 was approved.

Membership Matters

The Committee on Membership submitted the following reports:

(1) Recommending the acceptance of 9 applications for membership in the Chamber.

It was VOTED that the report be approved and that the applicants named therein be elected to membership in the Chamber subject to the usual ten days posting.

(2) Recommending the acceptance of 16 resignations from membership in the Chamber.

It was VOTED that the report be approved and that the resignations of the men named therein be accepted.

Director H. Ainsley Highman, Chairman of the Committee on Membership, urged that members of the Board cooperate with the Committee by selecting from the list of prospects mailed to them those that they were willing to contact and invite to join the Chamber.

Financial Statements

The following comparative financial statements were submitted:

Expense statement as of February 28, 1945 and 1944
Condensed statement of net income and expenses for
the two months ending February 28, 1945 and 1944
Condensed balance sheet as of February 28, 1945 and 1944

It was VOTED that the statements enumerated above be receive and placed on file.

The Secretary presented the following comparative figures as to income as of April 23, 1944 and 1945 respectively:

Report of the Committee on Fire Prevention on Various Legislative Bills

A report was presented by the Committee on Fire Prevention recommending that the Chamber favor the following bills now pending in the Massachusetts Legislature:

S. 520 containing the recommendations and twenty-four proposed legislative acts as recommended by the Recess Commission on Safety of Persons in Buildings. The Committee believed that the legislative proposals contained in the Commission's report would go a long way toward correcting the present chaotic conditions regarding the enforcement of building and safety laws. It recommended that it be given authority to record the Chamber in favor of Senate 520 with such minor perfecting amendments as had been suggested by the Citizens Committee for Uniform Safety Law.

H. 85 correcting a loophole in the existing law whereby certain individuals violating the approved state electrical code are able to escape conviction.

H. 1191 providing that a person holding the office of Chief Engineer of the Boston Fire Department may also be appointed to the office of Fire Commissioner and continue to hold the office of Chief Engineer.

H. 1270 filed by the Citizens Committee for Uniform Safety Law providing that the enforcement of all sections of Chapter 143 of the General Laws as amended in 1943 be suspended, so far as existing buildings are concerned, until after the Legislature has acted on the recommendations of the Recess Commission as containec in S. 520 described above.

It was VOTED that the report of the Committee be accepted and that it be given the authority requested.

International Monetary Fund and International Bank for Reconstruction and Development

A report was presented by the Committee on Foreign Trade relative to the participation by the United States in the International Monetary Fund and the International Bank for Reconstruction and Development as proposed in the so-called Bretton Woods agreements. The Committee said that the two proposals under consideration were in substance:

(1) To establish an International Monetary Fund, to which all eligible nations will subscribe for the purpose of stabilizing the values of world currency and exchange rates by permitting temporary loans of foreign exchange to a nation wishing to buy more goods and services from other nations than can be balanced promptly by its own exports; and

(2) To establish an International Bank for Reconstruction and Development which would promote the international flow of long-term capital for rebuilding areas devastated by war and also for promoting the industrialization of other regions.

The Committee approved the proposal to establish an International Bank but pointed out in some detail its objections to the proposed International Monetary Fund. In brief, the Committee believed that the plan as proposed did not provide adequate financial safeguards. It stated that the United States Chamber of Commerce, Committees of the American Bankers Association, the Association of Reserve City Funds, the National Grange and many other economists and business leaders, although favoring the International Bank, have been critical of the proposals for the International Monetary Fund.

The Committee therefore recommended that the Chamber favor the adoption of the Bretton Woods plan for an International Bank for Reconstruction and Development on the condition that through amendments of the plan, the proposed International Monetary Fund would be placed under the same administration as the Bank. This the Committee believed should be done preferably by giving the Bank authority to make stabilization loans under the same safeguards as other loans made by the Bank and by the establishment of an Exchange and Monetary Department as directed by the Governors of the Bank, but without the so-called quota system or other complicated provisions of the Fund proposal.

Director Gray, Chairman of the Committee on Foreign Trade, explained the report in further detail and answered several questions raised by members of the Board.

After discussion, it was VOTED that the report of the Committee be accepted and its recommendations adopted.

Extension of Trade Agreements Acts

Another report was presented by the Committee on Foreign Trade recommending that the Chamber favor an extension of the Trade Agreements Acts. In its report the Committee stated that the original reciprocal trade program was adopted in 1934 and has subsequently been renewed by acts of Congress in 1937, 1940 and 1943. Unless renewed the program would expire by limitation in June, 1945.

The House Ways and Means Committee at Washington now has under consideration a bill filed by Chairman Doughton (H.R. 2652) to extend the Trade Agreements Acts for another three-year perioc The bill also calls for bestowing upon the President authority tc lower or increase existing American tariff rates by 50%. This would mean that those tariff rates which have already been lowered under existing reciprocal trade agreements may again be lowered by an additional 50% or a total possible reduction of 75% from the duty as it existed in 1934. The reciprocal program the Committee stated, calls for appropriate concessions from oth countries toward our export trade.

Mr. Gray stated that under the existing act, reductions in tariffs have not been made to the full extent permitted and only upon showing, after extended hearings, that such reductions woul not adversely affect American business. He believed, therefore, that even if the pending bill were enacted, permitting an additional tariff reduction of 50%, businessmen need not fear that reductions authorized would be made unless it were conclusively

established that such reductions were in the public interest.

Several members of the Board, however, objected to an act which would in effect permit a reduction of 75% from tariff duties as they existed in 1934. In the specific industries with which they were identified they pointed out the disastrous effects such a tariff reduction would have. They were not opposed to an extension of the Trade Agreements Acts, but could not favor such a further reduction in existing tariffs as proposed in H.R. 2652.

After further discussion of the matter, it was VOTED that the report of the Committee be laid on the table.

Referendum No. 86 of United States Chamber

A report was received from the Committee on Industrial Relations relative to Referendum No. 86 of the Chamber of Commerce of the United States on royalty payments to representatives of employees. In the proposed declaration of policy the National Chamber stated

> "Recently there has been a startling instance of the exaction by a labor leader and union as against a business enterprise, of a royalty per unit on sound recording in the musical field, and since then a similar exaction has been sought per ton-unit by labor leaders as to coal production as against the operators in that industry.
>
> "These exactions are not wages but extras going to union leaders or into union treasuries or trusts and not going to the employees direct or subject to their direct control."

The Boston Chamber's Committee agreed that the payment of royalties as described above should be prohibited by federal enactment. They believed, however, that the bill introduced in Congress by Senator Bailey (S.754) to accomplish this purpose was too broad in its application and might interfere with legitimate employer-worker arrangements now in effect. The Committee therefore recommended that the Boston Chamber cast its vote affirmatively on Referendum No. 86 but with the following qualifications:

> "The Boston Chamber believes that S. 754 goes beyond the purpose for which it intended; that it should be redrafted to apply specifically and exclusively to the type of payments represented by royalties exacted or royalties assessed on phonograph recordings, coal production or other products or services."

After discussion, it was VOTED that the vote of the Boston Chamber of Commerce be cast as recommended by the Committee on Industrial Relations.

Discrimination in Employment

A report was presented by the Committee on Industrial Relations opposing H.R. 2232, now pending in Congress, which seeks to prohibit discrimination in employment because of race, creed, color, national origin or ancestry. The Committee stated that in general the measure was similar to bills filed in the Massachusetts Legislature and to the Ives-Quinn law recently enacted in New York State.

The Committee recommended that the Chamber adopt the position that no more legislation relative to alleged discrimination in employment should be enacted until the New York State law has been given a fair test as to its effectiveness in remedying the practices complained of.

It was VOTED that the report of the Committee be accepted and its recommendations adopted.

Refunding Sumner Tunnel Bonds

A report was presented by the Committee on Municipal Finance recommending that the Chamber favor a bill filed in the Legislature on behalf of Mayor Kerrigan authorizing the City of Boston to borrow up to $16,500,000 at current low interest rates for refunding the Sumner Tunnel bonds. It was also proposed that the money so borrowed be invested in United States government bonds pending the time when it can be used to refund the tunnel bonds.

The Committee stated that estimates made by City Auditor Charles J. Fox showed that the city could profit to the extent of $11,000,000 as a result of the proposed refinancing.

It was VOTED that the report of the Committee be accepted and its recommendations adopted.

Reports of Committee on Transportation

The following reports were received from the Committee on Transportation:

Proposed Amendment of Transportation Act

The Committee stated that there was now pending before Congress the Boren Bill (H.R. 694) seeking to amend that part of the Transportation Act of 1940 which provides reduced rates on government traffic when intended for military purposes.

In its report, the Committee called attention to the fact that at the meeting held March 27, 1944 the Board had voted to favor similar legislation.

After discussion, it was VOTED that the Board reaffirm its position in favor of such amendment to the Transportation Act as would require the federal government to pay the same charges for the transportation of persons and property as are paid by all others.

(1) Oppose S. 346 proposing changes in the Massachusetts law regarding the transfer of taxicab licenses. At the present time the statute reads that such licenses shall be assignable subject to the approval of the Police Commissioner. The amendment proposed would provide that "licenses shall be assignable to any person, firm or corporation already licensed..." The Committee stated that if S. 346 should be enacted the Police Commissioner would be obliged to accept assignments of taxicab licenses to holders of other licenses, whereas at the present time assignments are subject to his approval as are applications for new licenses.

(2) Favor H. 688 regarding the number of hackney carriages to be licensed in the city of Boston. The Committee stated that the present law provides that the Commissioner shall fix a limit not in excess of 1525 and that he may reduce the number so fixed to not less than 900. The Attorney General had interpreted the existing law to mean that while the Commissioner has authority to reduce the number of licenses he does not have any authority to increase it subsequently from the reduced number. The proposed legislation would correct this defect in the law.

It was VOTED that the report be accepted and that the position of the Chamber on these two bills be recorded as recommended by the Committee.

Aviation Department

On recommendation of the President and Secretary it was VOTED to establish the Aviation Department of the Chamber to supervise and conduct the organization's increasing activities in the field of aviation.

Fixing Hours of Balloting

It was VOTED that at the annual election of Directors on Tuesday, May 15, the polls be open during the hours from 12 M. to 3 p.m.

Ratification of Action Taken by Executive Committee

The Secretary stated that on March 30 he had mailed to the members of the Executive Committee a report of the Committee on Membership recommending the election of 32 applicants to membership in the Chamber, and a report of the Committee on Industrial Relations recommending that the Chamber favor the objectives of two bills filed by Attorney General Clarence A. Barnes which would

(1) Prohibit labor unions or their representatives from making political contributions (H.827), and

(2) Require labor unions to register with the Commissioner o Labor and Industries and to file annual financial reports (H.828)

The Executive Committee had voted to elect the applicants to membership, and in accordance with the recommendations of the Committee on Industrial Relations had voted in favor of H. 827 and the principles of H. 828 in a bill so rewritten as to preserve the major features but eliminating objections which labor

LMONT 3644 TEL. WATERTOWN 77

BAY STATE

H. J. DOONAN

PAINTER and DECORATOR

Paper Hanging - Floor Surfacing

PAINTS - WALLPAPERS

Antique Furniture - Furniture Finishing

BAY STATE

123-123½ TRAPELO ROAD BELMONT, MASS.

April 23, 1945

Mr. Jay R. Benton
3 Pequossette Road
Belmont, Mass.

Dear Sir:

Estimate for painting exterior of house, blinds, screens, storm windows, etc.:

> Do all necessary sanding, scraping
> of loose paint, puttying of sash,
> A complete two coat exterior job
> using the best grade Lead and Oil.

This amount of work will be done in a first class workmanlike way for the sum of $702.50.

We are covered by workmens insurance.

Very truly yours,

H. J. Doonan

HJD:lh

April 25, 1945

Mr. H. J. Doonan
123 Trapelo Road
Belmont, Mass.

Dear Mr. Doonan:

I thank you for giving me an estimate on painting the exterior of my house. I had three bids -- one much higher, yours, and the third some lower. I am taking the lowest bid.

I note you do paperhanging and I will get in touch with you about this later.

Yours very truly,

Jay R. Benton

JRB:BCC

Walked up to Bernsteins to get my suits - At 6.30 - Dinner - Mock Turtle Soup - Cold sliced lamb. Potato Cakes and how good they were. Fried Egg Plant Cole Slaw. Toasted English Muffin - Milk - Custard and strawberries - Paid my real estate taxes today - Ouch!

to Bed early.

Tuesday, April 24, 1945

WAR BULLETINS

Russians In Berlin

Russian armies are attacking Berlin from every directi
With some Red Army forces already battling in the he
of the German capital, others are racing to complete the st
ring around the city.

Premier Stalin reveals that Marshal Konev's First U
rainian Army has broken into Berlin from the south af
slashing 100 miles through the staggered German defense l
below the German capital. Earlier, in his first order of the
on Berlin, Stalin said other Russian forces under Mars
Zhukov's command, had outflanked Berlin from the north.

Tuesday, April 24th 1945

This was a semi-chilly day. Slept late. for breakfast orange juice - wheat germ - scrambled eggs with tomato - Bacon - Toast - Iced coffee. To the Square with Frances - subway - office - at work. Out to lunch at 12.30 - to the Parker House - Knockers Club - a good attendance - Had Finnan Haddie Brodure - Sliced Tomatoes Roll - Iced coffee - Orange - Back to the office - Real Estate - work - conf. on district office leases - left at 4.50 with Moody and Mansfield - to Allston - a stop at Griffins - Home. Little Living Room - eventually dinner - Soup. Beefsteak Pie - Mashed Potato - Spinach. Strawberry shortcake - Milk.

John still in Bed - Temperature is now sub-normal +

BOSTON UNIVERSITY ALUMNI ASSOCIATION
178 Newbury Street, Boston 16, Massachusetts

Regular quarterly meeting of Board of Directors will be held on April 24 at 146 Commonwealth Avenue, Boston, at 5:45. Dinner as usual ($1.00).

Final reports of Alumni Day Committees will be given and plans perfected for Sunset Supper.

Kindly return card at your earliest convenience.

Passed this up.

Judson Rea Butler
Executive Alumni Secretary

MASSACHUSETTS DEPARTMENT OF PUBLIC HEALTH
Bureau of Health Information
546 State House, Boston 33, Mass.

Apr. 23, 1945

Dear Mr. Benton:

We wish to thank you for your interest in attending the recent meeting of the Committee for promoting our first Massachusetts Health Week.

The next meeting will be held on Wednesday, April 25, at 3:45 P.M., at Room 480, State House. We hope to have the chairmen of the various committees report on the progress of their particular field. Hope you will be able to attend.

Sincerely,

April 25th, 1945

Dearest Mom B.,

Here's the latest news on your granddaughter —

I weighed her this morning (after a B.M. and before her 10 A.M. feeding) and she now weighs 8 ½ lbs. As of yesterday she's on a 4 hr. schedule beginning at 6 a.m. (although she slept 'til 7 this morning — wonderful child!). She takes about 4 oz. of formula at each feeding and is very satisfied.

Dave has called me every evening but hasn't been able to get home since Sunday. He expects a pass over the weeke However, I miss him so much and may go down for the day tomorrow — weather and Leslie permitting.

We'll call you Saturday or Sunday.

Loads of love to all at "3".

Jeanne.

P.S. What are Mrs. Sparrow and Mrs. Burrough's full names? I have the notes written. Please send addresses, also.

— Dearest love,
Jeanne.

April 25, 1945

Mr. Louis Corapi
81 Elm Street
Watertown 72, Mass.

Dear Mr. Corapi:

After our talk this morning and when I got to my office, I called my house and my girl went over to see you. I am glad you can start in on my place next Friday morning and I will see you at that time.

The price stated by you of $10 for an 8-hour day is satisfactory.

Yours very truly,

Jay R. Benton

JRB:BCC

April 25, 1945

Boston Garden
North Station
Causeway Street
Boston, Mass.

Gentlemen:

Yesterday I received colored notice and mail order blank about the Circus coming May 22nd.

I desire to send out a notice about a Box Party or more of members of the Knockers Club to attend. Can you send me 25 copies of the colored notice so that I can use them in my notice to members.

Yours truly,

Jay R. Benton

Jay R. Benton
160 Congress Street
Boston 10, Mass.

JRB:ECC

April 25, 1945

Mr. Paul C. Whitney
723 Belmont Street
Belmont, Massachusetts

Dear Mr. Whitney:

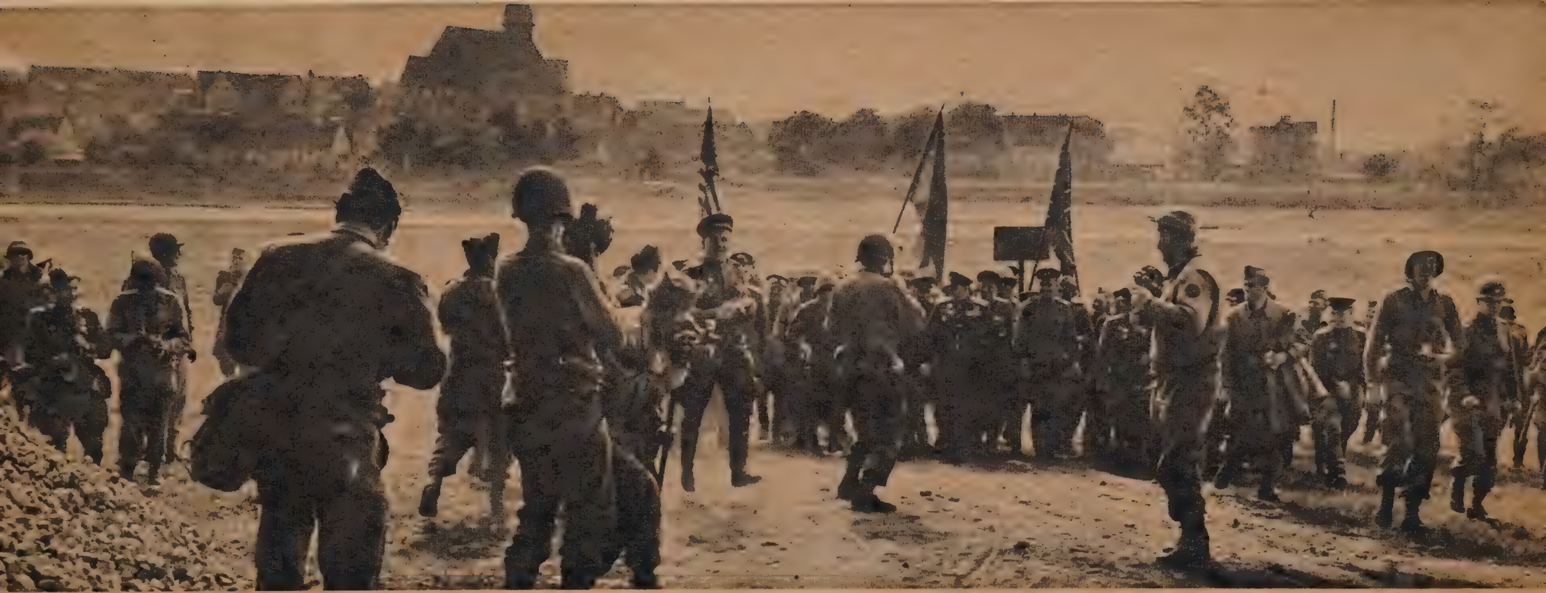
I recall your speaking to me at church on Easter and today I have the notice of the Lodge Meeting on May 3rd and a special notice to those whose last name begins with "B". Dr. Burnett also called me.

Some time ago I promised George Hansen, president of Chandler's, to be a head table guest at a Testimonial Dinner at the Hotel Statler, which starts at 6:30 P. M. I note that your meeting, however, starts in at 5 P.M., so I will be there at that time so I can be recorded as being in attendance.

Fraternally yours,

Jay R. Benton

JRB:BCC



ACROSS GERMANY—The First Army was first to link up with the Russians, meeting them on the Elbe on April 25

M BOOTH *Founder*
E L. CARPENTER
General

Founded in 1865

The Salvation Army

INCORPORATED

PUBLIC RELATIONS DEPARTMENT
41 PEARL STREET, BOSTON 10, MASSACHUSETTS
Telephone Liberty 6937

COMMISSIONER ERNEST I. PUGMI
Territorial Comm
COLONEL RICHARD F. STRETTO
Provincial Comm

ENVOY W. A. NICOL
Public Relations Secr

April 14, 1945

Hon. Jay R. Benton
160 Congress Street
Boston, Massachusetts

Passed this wk.

Dear Mr. Benton:

You are cordially invited to meet with the Greater Boston Advisory Board and others at dinner at -

LONGWOOD TOWERS
Brookline, Massachusetts
on
WEDNESDAY, APRIL 25, 1945
at 6 O'CLOCK

Following the dinner we will hear an inspiring address by Lt. Colonel William Noble. Colonel Noble, with his wife, recently returned to the United States after twenty-five years of service in India. They are distinguished Salvation Army missionary Officers and are responsible for a great work there - two general hospitals, two leper hospitals and twelve dispensaries in addition to other work.

There will also be important announcements relative to the 1945-46 Greater Boston Maintenance Appeal.

In the afternoon, preceding the dinner, members of Service Fund Committees in the Metropolitan Area will be in session at the same place. Following their meeting they will join us at dinner and the evening meeting.

The dinner will help us all to get better acquainted one with the other and the address and discussion will be crammed with interest.

We look forward with pleasure to seeing you there.

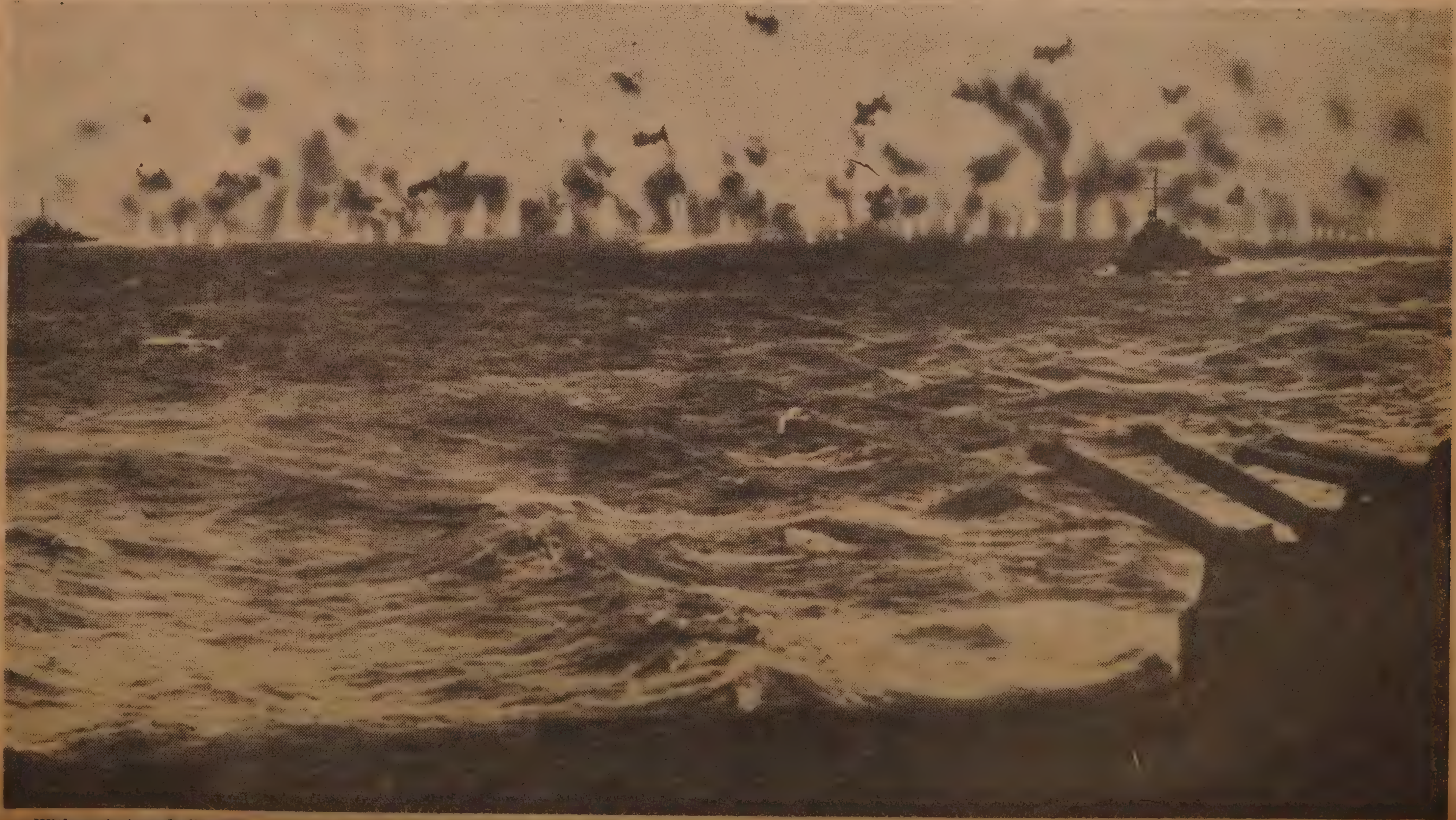
Cordially yours,

John E. Wilson

President

THE NEW YORK TIMES, WEDNESDAY, APRIL 25, 1945.

AMERICAN WARSHIPS UNDER HEAVY AIR ATTACK IN JAPANESE WATERS



With anti-aircraft fire filling the sky and bombs from attacking planes falling around them vessels of the Pacific Fleet retain formation during a

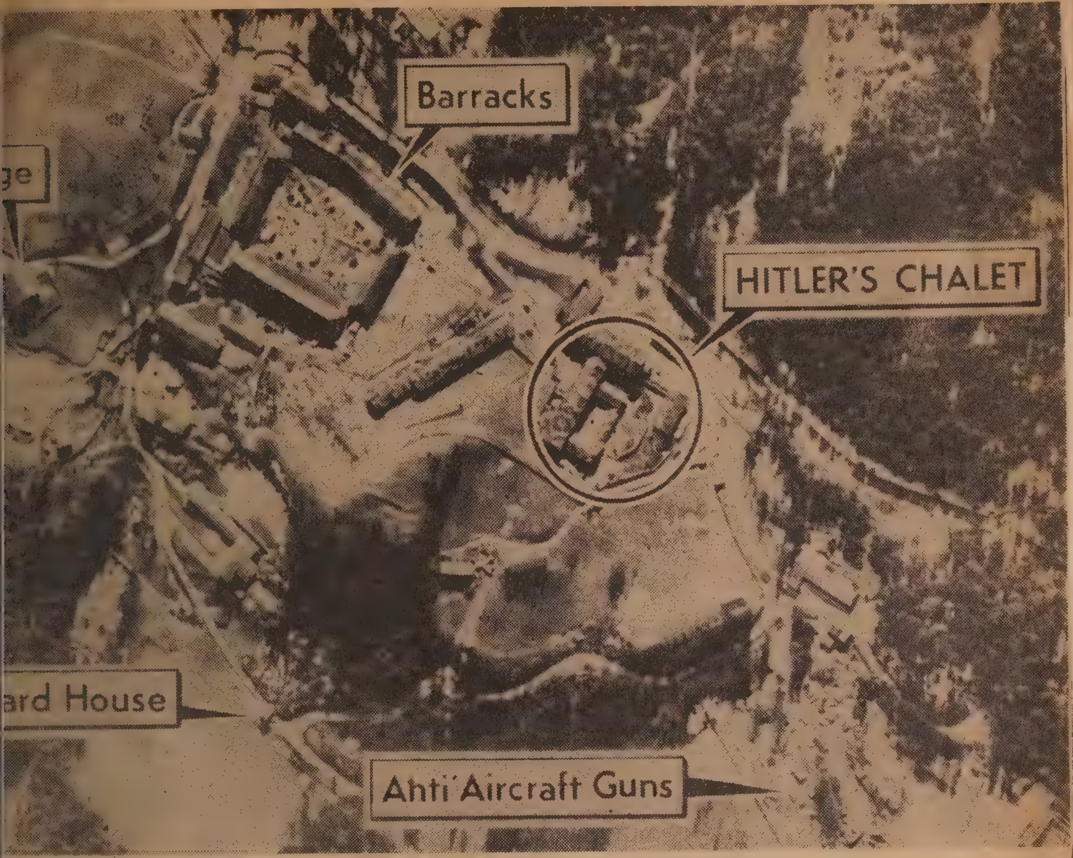
LONDON, April 25 (AP)—RAF Lancasters blew to pieces Hitler's chalet at Berchtesgaden today with a direct hit by a 12,000-pound earthquake bomb

Wednesday, April 25-1945

Showery today. the rubbers & umbrella - for breakfast orange juice - wheat germ - creamed codfish on toast - Iced coffee - across the street to talk to a new gardener. Frances and I walked down to the garage only to find that the car was out of commission. So she went back to the house to call Elise Burroughs - I to Payson Road to take the cars in town. Hard at work all morning. Out at 12.30 with Everett Lane. To the Bank - to Spalding Moss to have photostats made. to Steuben's to eat. Minestrone - Breaded Pork Tenderloin - Mushroom Sauce - Spinach - Roll - Iced Coffee. Grapefruit - to Jordan's - Miss Owl - my film prints were not ready - left 2 films for enlargements - to Woolworth's for a joke plant - to Cobb-Bates & Yerxa for a dozen hard rolls - Back to the Office - Worked to 4.45 - With Moody & Mansfield - to Allston - a stop at the "Big Bear" Bought a half dozen large Dill Pickles and a large loaf of Italian Bread - Home. Little Living Room - dark

and raining so Frances had laid a fire.
Dinner - Black Bean Soup - Broiled
Mackerel. Potato au Beurre - Spinach -
Salad - Hard Roll - Milk - a deep dish
Apple Pie - cheese -
John is feeling better, but is still
in Bed.

ent Upon Dealing Quickly With Nazi Redoubt

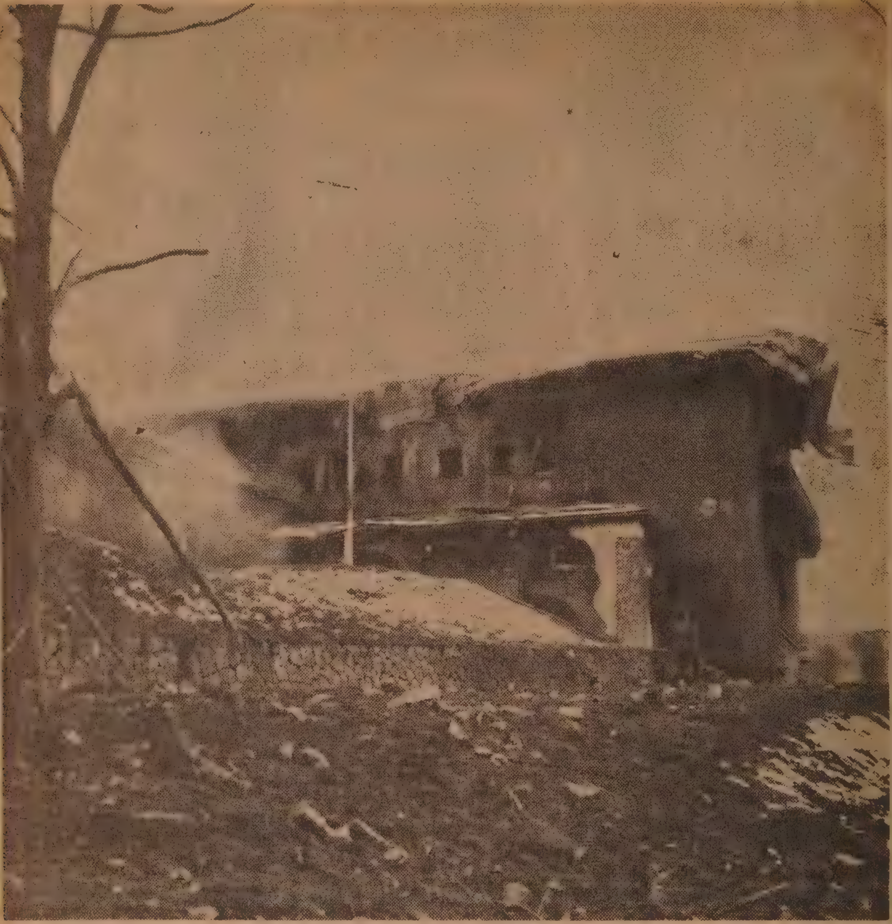

ge
Barracks
HITLER'S CHALET
ard House
Anti-Aircraft Guns

From United States Army Air Forces

Hitler's Mountain Chalet Receives Special Attention From Lancaster Bombers

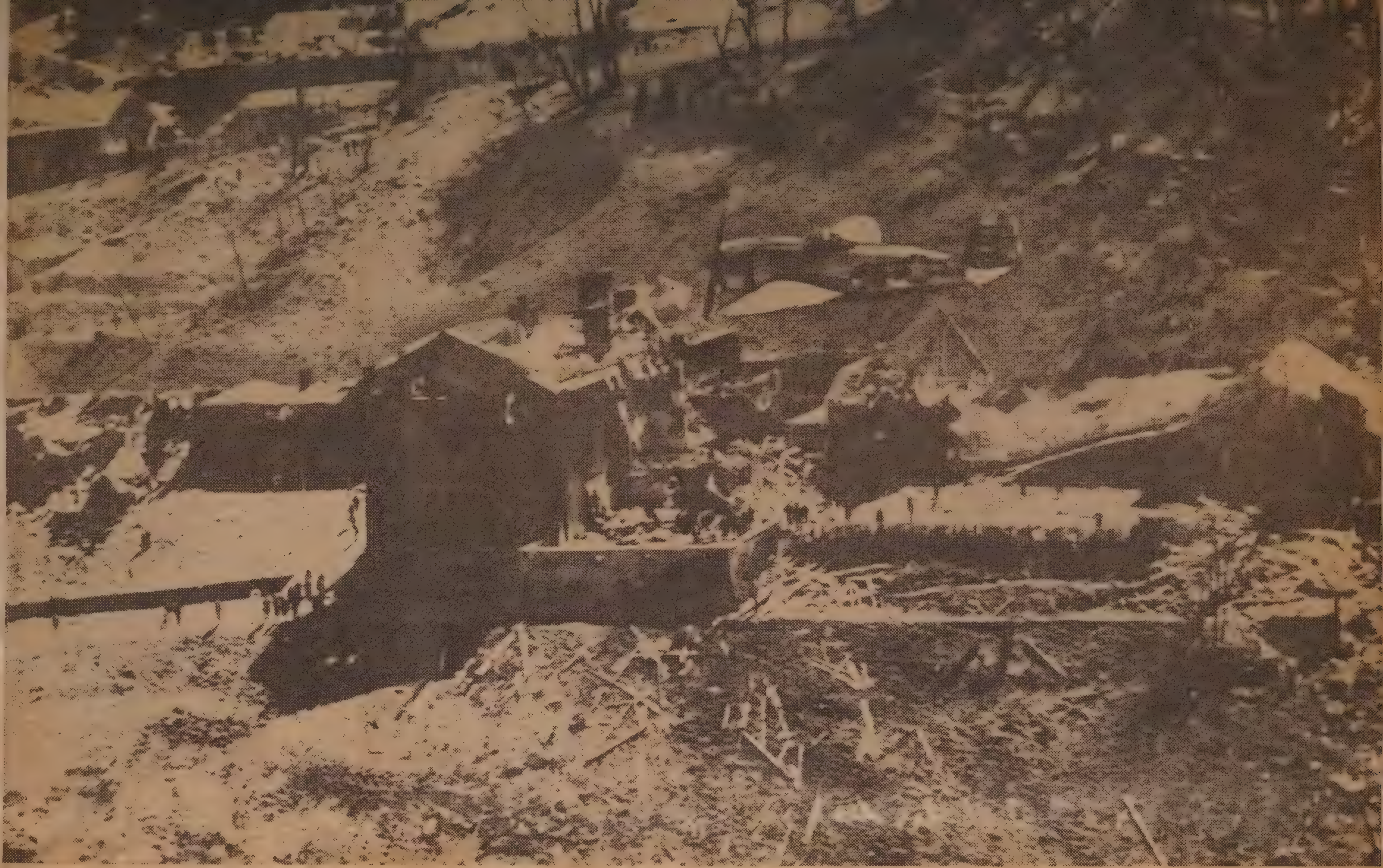
d buildings are identified by the Army Air Forces as et at Berchtesgaden, which on April 25 was the target for British Lancasters' "earthquake" bombs. Returning fliers report definite damage to the mountain retreat.

HITLER'S BAVARIAN RETREAT AFTER IT WAS FIRED BY THE SS



American infantrymen approaching the smoking remains of the home at Berchtesgaden

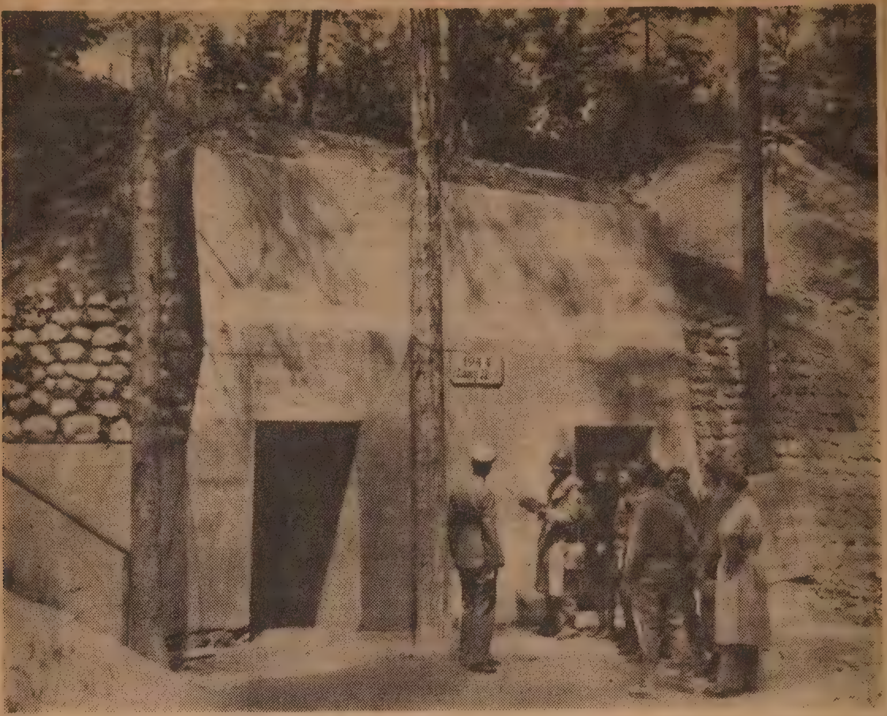
The New York Times (U. S. Signal Corps)



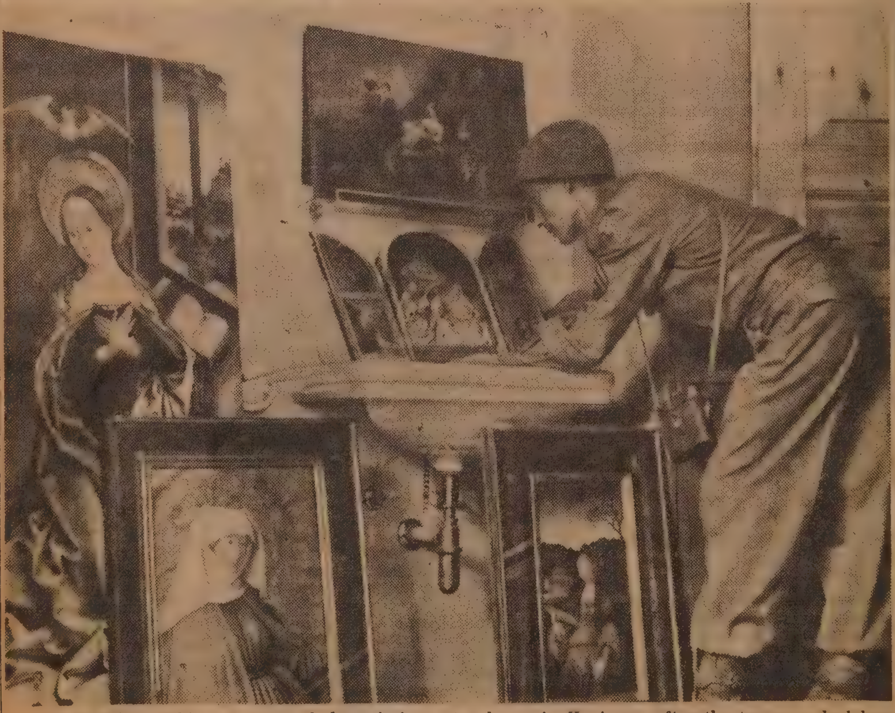
The bombing attack on Hitler's mountain retreat at Berchtesgaden just before the end of the war in Europe left it a shambles, as this air photo shows. A P-47 Thunderbolt of the U. S. 12th Air Force is shown flying over the ruins. Note bomb crater in left background.

U. S. Army Air Force Photo

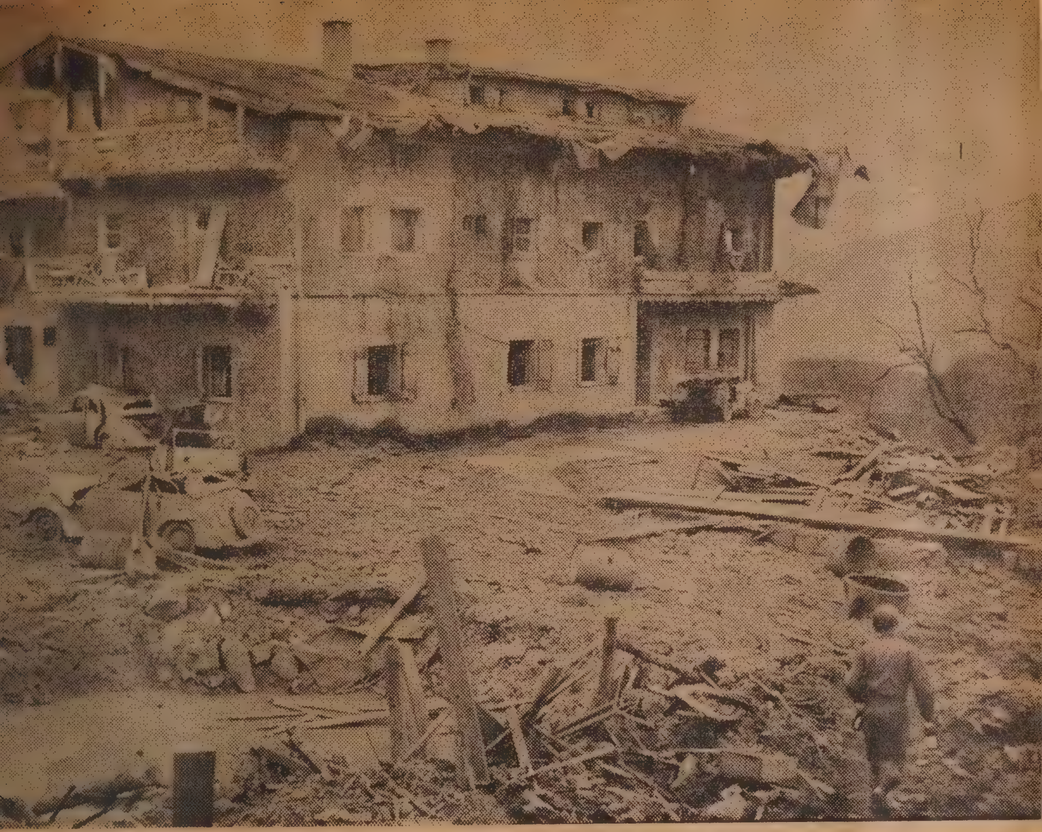
WHERE NAZI REICH MARSHAL STORED HIS ART LOOT



Allied soldiers and correspondents in front of the entrance to the cave at Konigsee, Germany, near Berchtesgaden, where Hermann Goering stored masterpieces gathered from all over Europe.



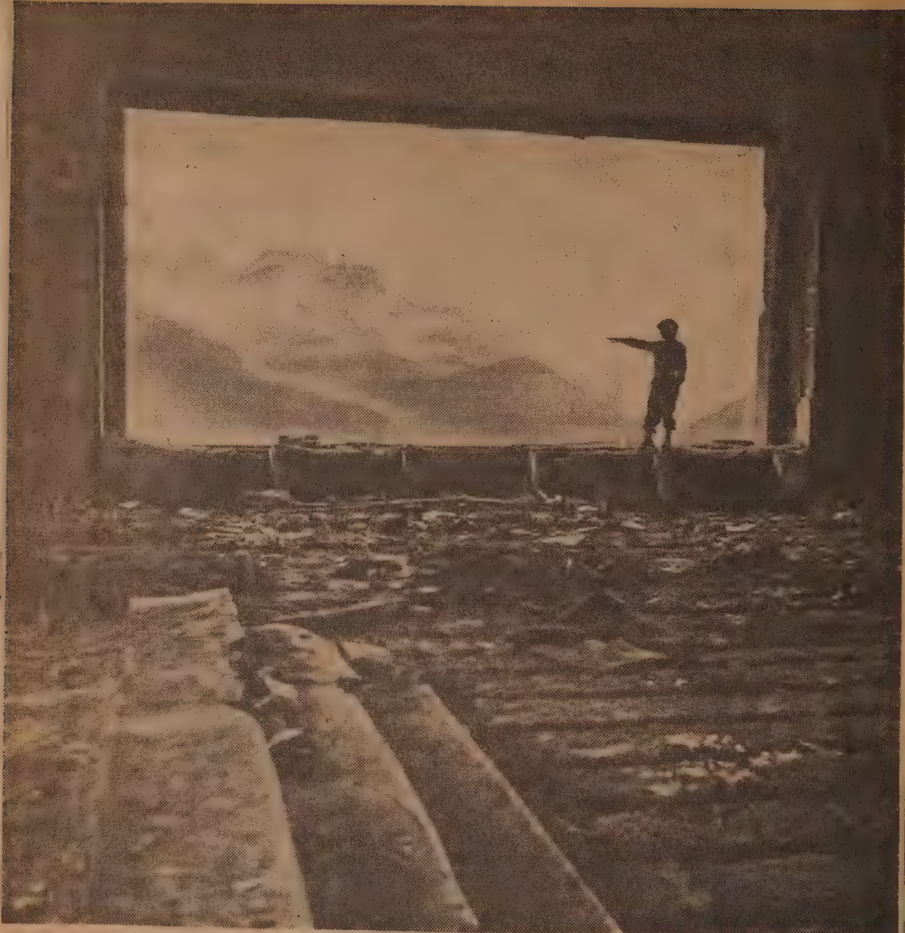
A doughboy looking at some of the paintings at a house in Konigsee, after the treasures had been moved from the cave by the Americans. Associated Press



But Der Fuehrer Had Flown The Coop

This fire-gutted building was found at the Hitler retreat at Berchtesgaden by the U. S. forces who overran the so-called Bavarian Alps redoubt near the Austrian border. The pretentious estate of the Reich's fallen dictator, who reportedly died in the defense of Berlin, was fired by vandalistic SS troopers just before the Yanks reached it.

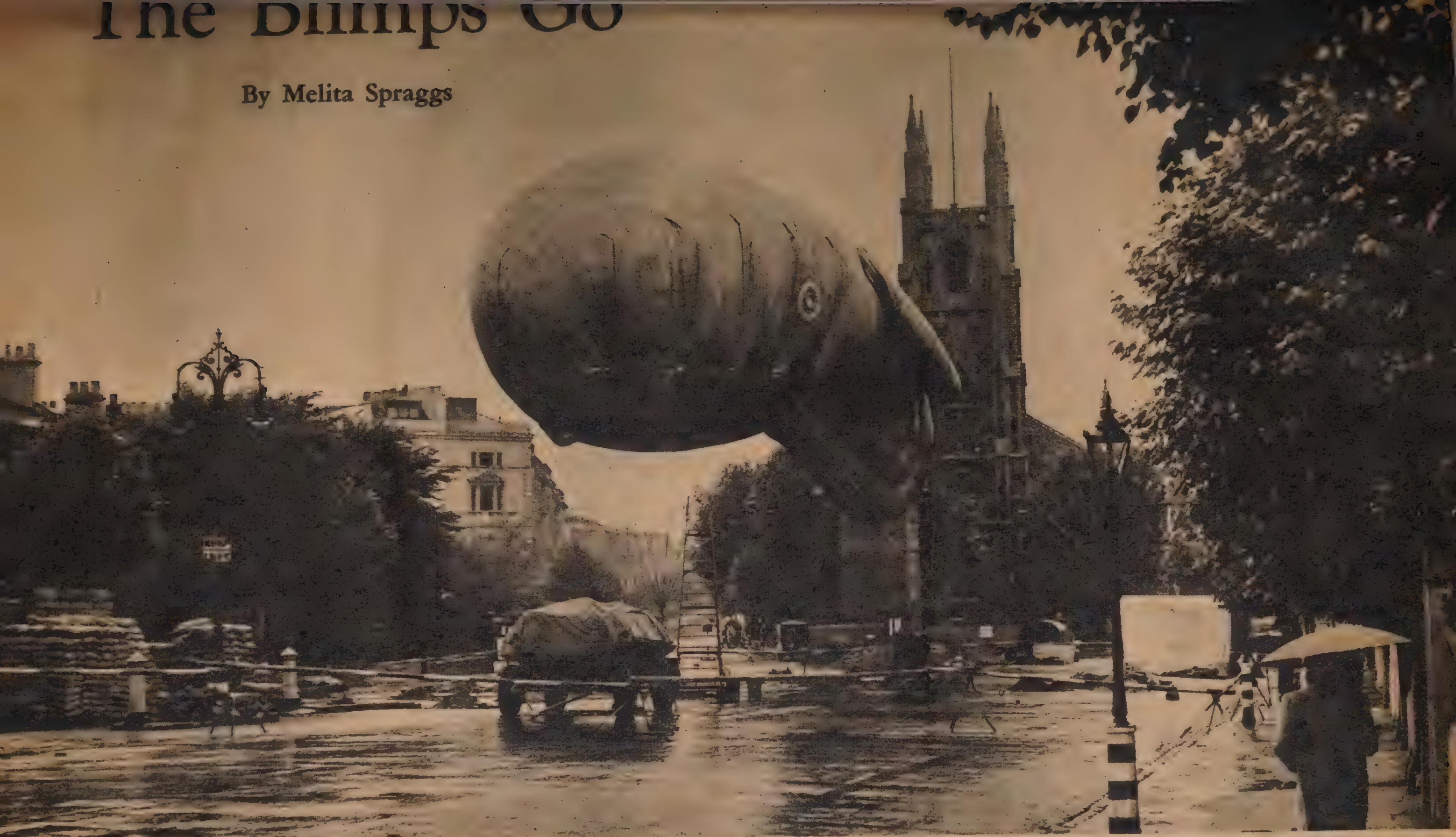
(Associated Press Photo)



A doughboy at window of main living room from which Hitler viewed the Alps Associated Press

The Blimps Go

By Melita Spraggs



GOOD-BY, BLIMP—IN 1943 MORE THAN 1,000 BALLOON SITES WERE STAFFED BY BRITISH WOMEN

CABLE ADDRESS: WENDCOLTC

Wendell P. Colton Company
GENERAL ADVERTISING
CHANIN BUILDING - 42ND ST. AT LEXINGTON AVE.
NEW YORK, 17, N.Y.

April 23, 1945

Mr. Jay R. Benton, Pres.
Boston Mutual Life Insurance Co.
160 Congress Street
Boston, Mass.

Dear Mr. Benton:

We have had our staff here work up two or three ideas which we think are excellent and which I would like to show you to gain your comments and reactions.

Would it be convenient for you to see us either on Thursday afternoon or Friday morning?

Very truly yours,

Vice President

WPC-Jr.
ES

THE VERMONT ASSOCIATION OF BOSTON

April 16, 1945

Out of respect to the memory of the late President Roosevelt, our Annual Sugar Party scheduled for Saturday, April 14th, was postponed to THURSDAY evening, APRIL 26th, at the same time and place. Any reservations made for April 14th will be held over to April 26th unless cancellation is requested by you. Additional reservations should be made not later than April 24th.

HARRY R. HILL, President
D. T. MONTAGUE, Secretary

Three Inches of Rain Falls in 12 Hours, Ending Drought

Heavy rains last night ended the April drought throughout the state, raised the level of the Connecticut River more than 3½ feet within a space of 10 hours, and flooded low lying fields in the middle of the state.

A survey early today revealed that although more than three inches of rain fell within 12 hours last night over a large area of the state, no damage more serious than delayed trains and minor washouts resulted.

Boston, on the easterly edge of the storm, had only .85 of an inch of rainfall, while the Springfield Weather Station in the center of the storm area recorded 3½ inches.

More than an inch of rain fell at the Waltham Field Station, Globe Gardens Director Paul W. Dempsey reported, giving the farms in this area a "much-needed drink." The storm greatly reduced a serious fire hazard in woodland areas.

The New Haven Railroad reported trains delayed by a power failure of signals on the Shore Line near New London. Some trains coming into Boston were more than an hour late in some instances.

The weather bureau forecasts more rain for Boston tonight with the possibility of up to half an inch falling here. The highest temperature today is not expected to exceed 64 degrees and the lowest temperature tonight will be about 45.

Thursday, April 26th 1945 X

Up at the regular time X Breakfast
orange juice - wheat germ -
Philadelphia scrapple - fried
egg - hard roll - iced coffee
As our car out of commission,
I up to Sam's for the "Post" and
to Town all the way on the cars.
office - and work - at 11 over
to Tentino's Barbershop for a
haircut and, shampoo. To Spalding Moss
for my photostats - they made them
too small. Office - out to lunch at 12.30
with Everett Lane - to Hotel Avery. Lentil Soup
Braised Lamb Casserole. Mixed Vegetables -
Roll - cottage cheese - Iced Coffee. Orange -
To Jordan's - Procured film Prints. Ordered
two clothes Baskets - and a small sized
Cocoa Piazza mat - 8 Moth Cake Refills - to
Woolworth's to Buy 7 glasses - heavy.
Office - at 2.45 came Gotton, Senior, with
3 ideas for this years advertising -
At 3.15 dashed out and dashed around

trying to procure a pair of Tan shoes - to Florsheim's - To French, Shriner, & Urner. & To Filene's - but all in vain - Back to the office - work to 4.45 - With Moody, Mansfield, & Leary - to Allston - then home. Little Living Room. Girls out - Frances Cooking. Hot Roast Lamb sandwich - Baked apple. To Bed early.

CAMP BLANDING, FLA.

AP. 27, 1945

[illegible]

[illegible]

and send it —

Thanks for wonderful B[illegible]

[illegible] — and all your letters — and

[illegible] the purpose of this letter

[illegible] they are great!

[illegible]

[illegible] glad you

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] 15th —

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Will write you long letter

[illegible] getting [illegible] —

Alice will bring home a [illegible]

April 27, 1945

Mr. Harold G. Kern, Publisher
Boston Record-American
5 Winthrop Square
Boston, Massachusetts

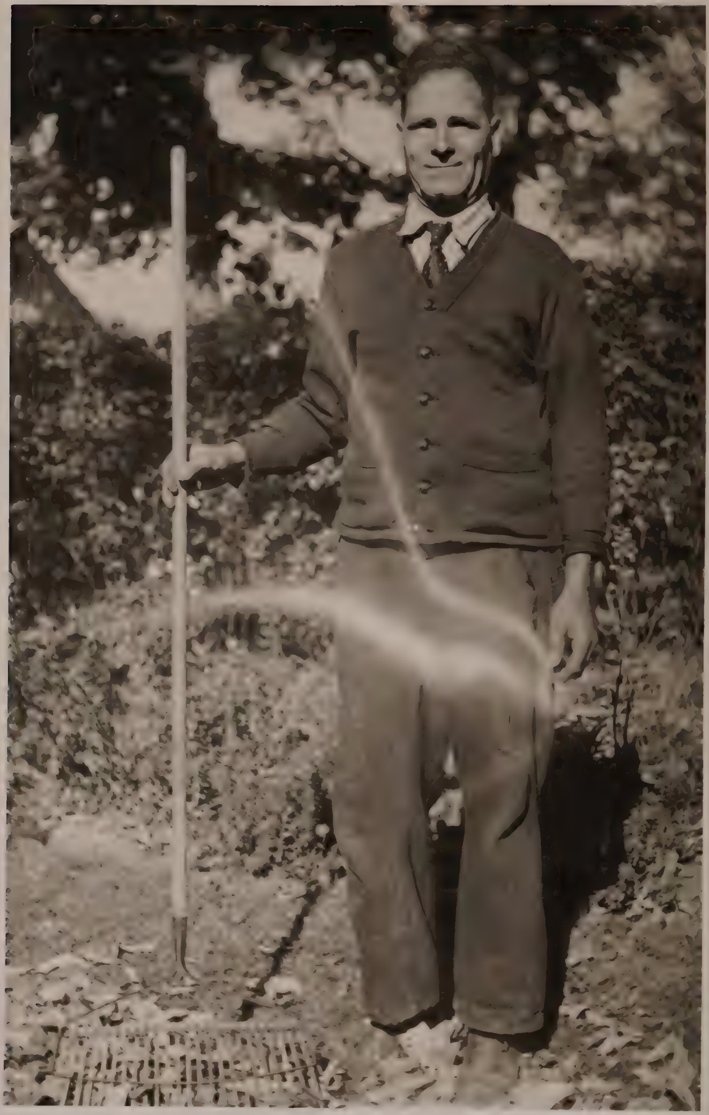
Dear Mr. Kern:

I want to thank you very much for your courtesy in delivering to me by mail this morning the press photograph,taken by Mr. Rosenthal,of the Marines planting the Stars and Stripes on top of the mountain at Iwo Jima on February 23rd. I have admired this most striking photograph of the war ever since it first appeared in the papers. I have, in addition, a special personal sentimental interest in it as one of my sons in the service -- Peter -- is a Sergeant in the United States Marines.

Sincerely yours,

Jay R. Benton

JRB:BCC



LOUIS, THE NEW GARDENER

April 27, 1945

EXTRA

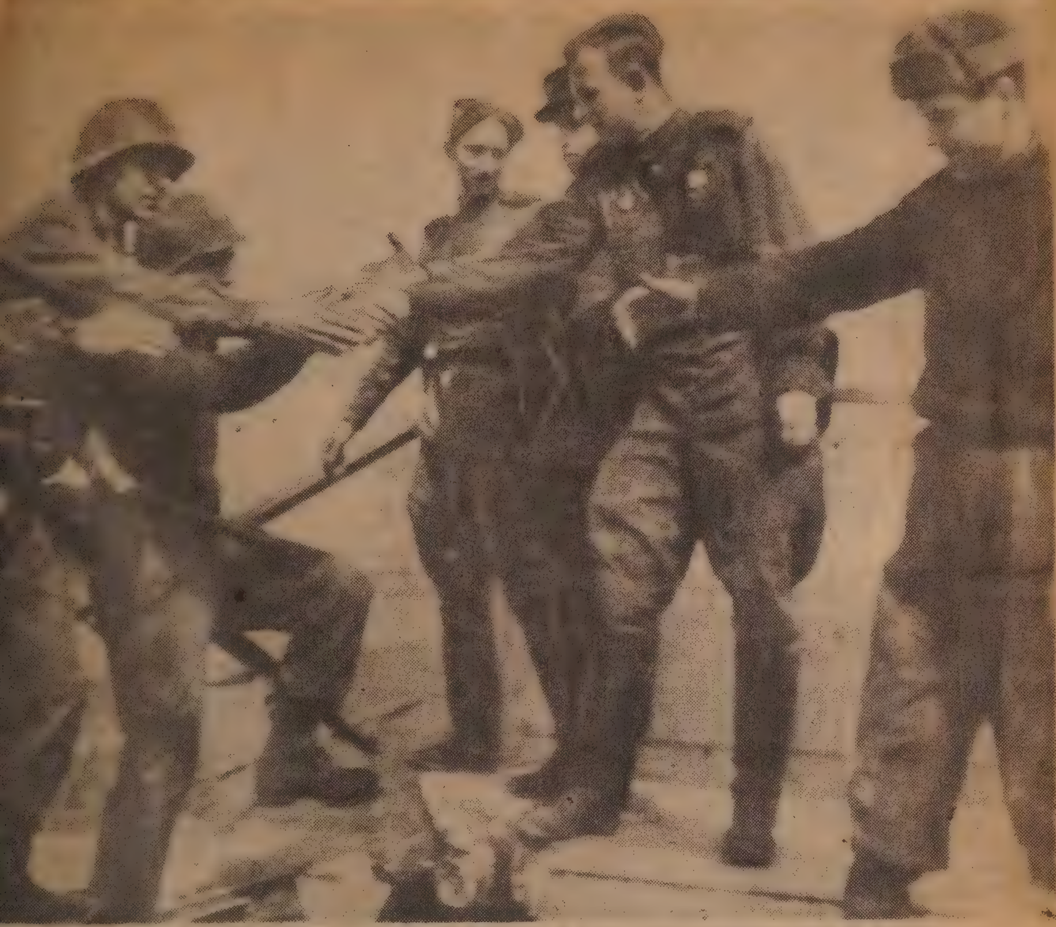
WASHINGTON, April 27 (AP) — The juncture of Anglo-American and Soviet armies in the heart of Hitler's Reich, cutting Germany in two, was triumphantly announced at the White House today. President Truman gave out the news in a statement released simultaneously in Washington, Moscow and London at a pre-arranged hour, 12 noon, Eastern War Time. The

Friday, April 27th 1945

Up at 7.45 - the works - for breakfast orange juice - wheat germ - poached eggs on toast - Iced Coffee. the new gardener Louis Corapi was on the job early this morning. to the square with Frances - Subway - office - work and busy. Out to lunch at 12.15 with Everett Lane - to the Hotel Avery. - Fish Chowder - Roast Leg of Veal - String Beans. Roll - Cottage cheese - Coffee. Grapefruit - Hunting for shoes again - Finally procured a good pair at Thayer McNeil's - to Woolworth's for a cake of shaving soap. to Cobb, Bates, & Yerxa for a dozen Butter Rolls - Back to the Office - more Work. at 3.30 came Alden Brett for a conference + left at 4.45 - with Moody & Mansfield - to Allston - then a stop at the Big Bear for Bulkie Rolls and a Loaf of Holly Bread - to Griffins - Home.

look over the gardener's work -
he has done a fine job - at
6.30 dinner - Clam Chowder -
Stuffed Pepper. Spaghetti with
Cheese - Crumbed Apple Pie
Cake. Milk - to bed at 7 -
Mary was out to dinner tonight +-

ACROSS THE ELBE: AMERICANS AND RUSSIANS MEET IN REICH



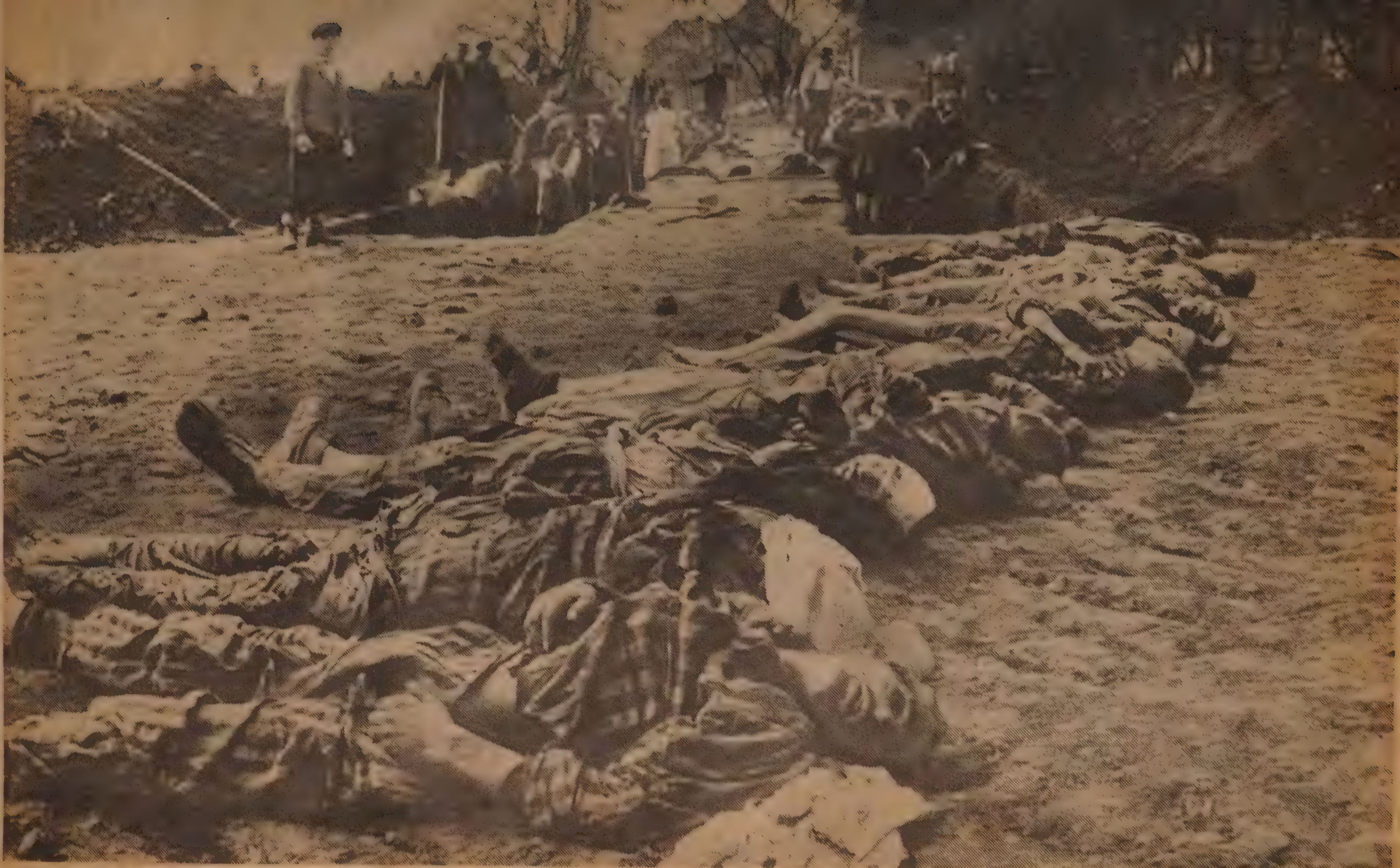
United States First Army infantrymen and Soviet troops on a broken bridge over the river at Torgau

Associated Press Wirephoto (U. S. Signal Corps Radiophoto)

AP. 27.

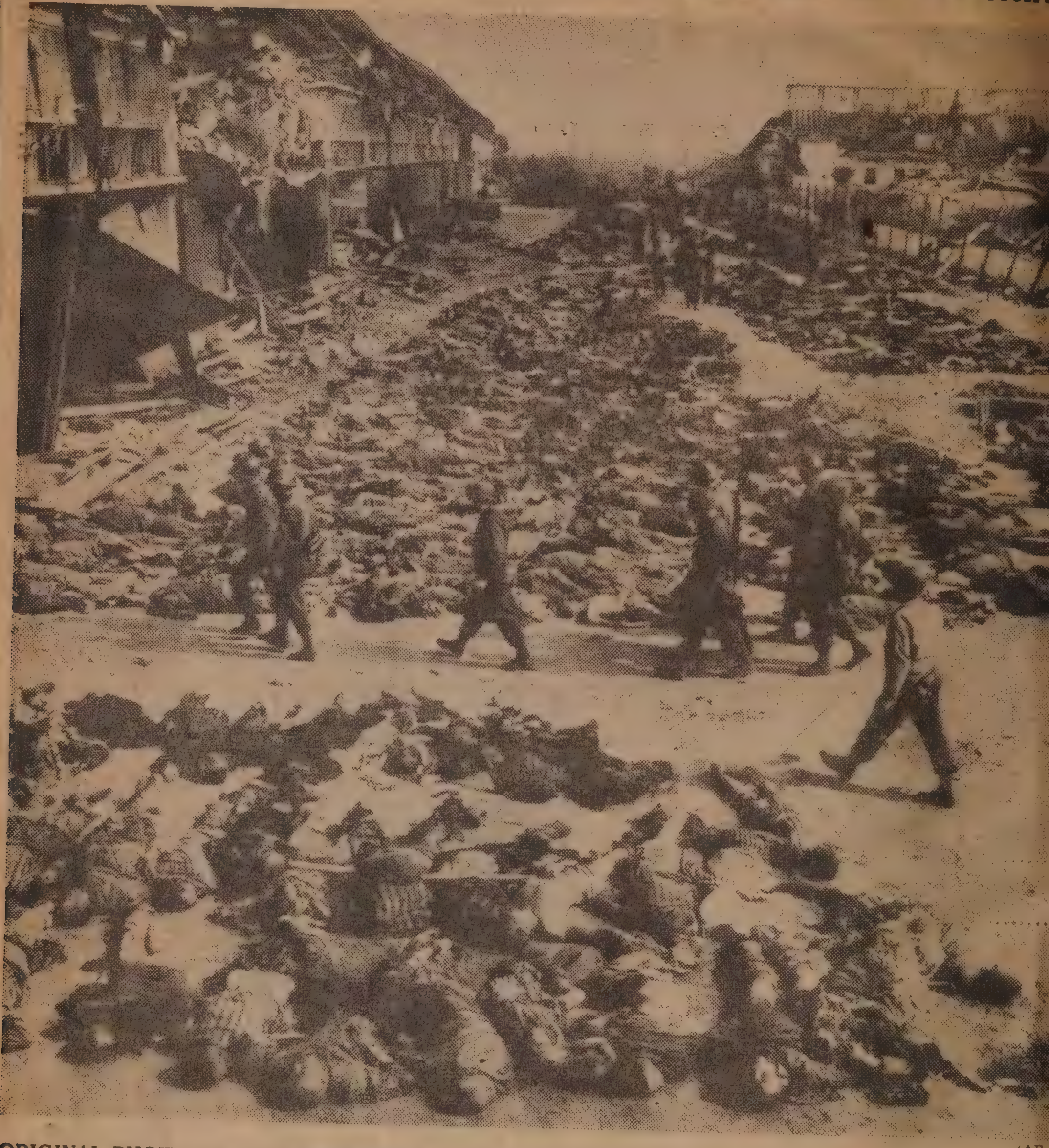
(AP Wirephoto by radio from

THE KREMLIN IN MOSCOW AT 1906 HOURS (7.06 P. M.) APRIL 27—This is the salute Moscow gav the 1st Ukrainian front and the Allied troops who effected a junction at Torgau in the heart of Germany.



Some of the 2700 dead found in the Nazi concentration camp at Nordhausen await burial. In background, German civilians are forced to dig a communal grave. The civilians brazenly insist they weren't Nazis and knew nothing about the camps. We're making very sure they won't forget them.

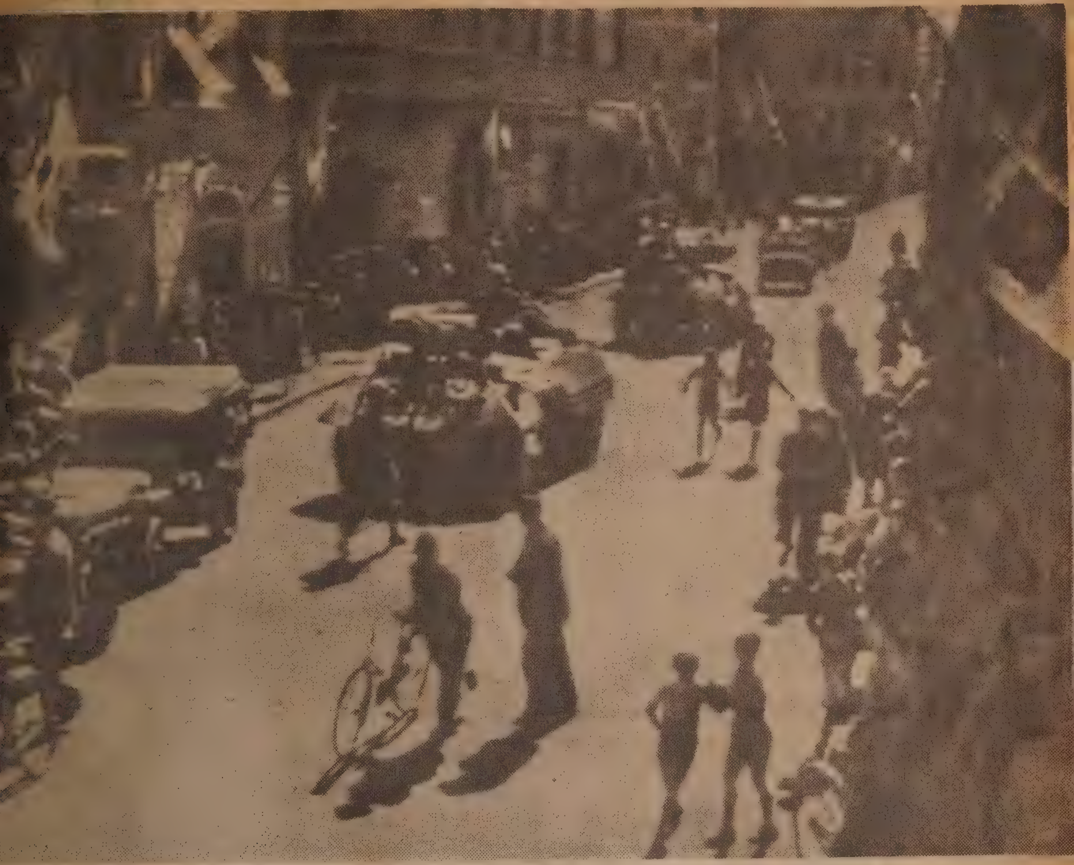
Bodies of Slave Laborers Await Burial at German



(AP

ORIGINAL PHOTO OF CONCENTRATION CAMP IN NORDHAUSEN, GERMANY—American soldiers ex
bodies of the 2700 slave laborers awaiting burial. Male citizens of the town were later required to bury the d

ITALIAN CIVILIANS RACING TO COVER FROM SNIPERS' BULLETS



of Modena scatter on the streets to escape the fire of Germans attempting to hamper the passage of American transport

The New York Times (British Official via OWI Radiophoto)

You are cordially invited to attend the
Joint Installation of Officers
of the
Waverley Post, No. 1272
Veterans of Foreign Wars of the U. S.
and its Auxiliary
to be held on
Saturday evening, April twenty-eighth
nineteen hundred and forty-five
at eight o'clock
Payson Hall, Belmont

MRS. MARION KEARNS *President*	THORNTON E. LALLIER *Commander*
MRS. VERONICA DUPREE *President-Elect*	ARTHUR L. COE *Commander-Elect*

Story of Unconditional Surrender

WASHINGTON, April 28 (AP)—President Truman said tonight that Germany had not yet surrendered unconditionally—but highly placed American officials in San Francisco asserted they expected a surrender announcement at any time.

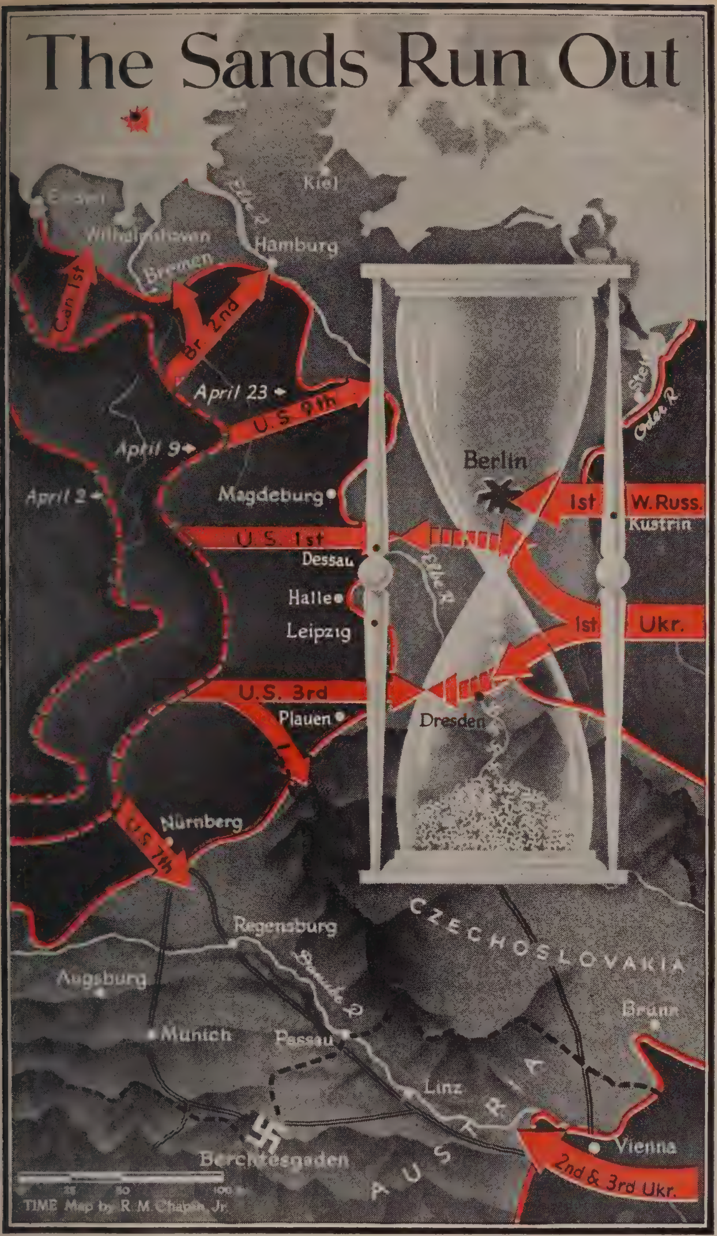
Saturday, April 28th 1945

Slept until 6 o'clock. Read - Pasted in photographs - Jane brought up my breakfast at 8:30 Orange juice oatmeal - Shawn - scrambled eggs - Hot Roll - Iced Coffee - Up at 9 o'clock and Busy about the place - cleaned out the winter firs and spruces out of all the flower boxes. When Frances returned from shopping, went with her to Cushing Square and at Foster's bought 3 Basket of pansies - planted in the Boxes at the front steps. Planted Hydrangeas John away for the day. Mary back from Raytheon went directly in town. Frances and I had Lunch together. Shad Roe on Toast - Cucumbers - Blue Cheese & Crackers. Mixed green Salad - Baked Apple. Milk. Rested until four o'clock. Mary took me up to Winter's - Bought a can of Blue paint, and one of white and two brushes. Then with John drove out to the Willow Road and dug up 3 Jack-in-the-Pulpits and 2 large swamp ferns - Back home and planted them in the Bird Font.

MUSSOLINI SLAIN

Was going up to the Veteran of Foreign Wars Installation - but then over the air came the startling rumor that Germany had surrendered - later the President announced it was unfounded.

The former Italian dictator, his beautiful young mistress, Claretta Petacci, and 17 Fascist leaders were shot to death by Italian patriots at Guilano de Mezzergere, near Como, Saturday afternoon.


The Sands Run Out
Kiel
Emden
Wilhelmshaven
Elbe R.
Hamburg
Bremen
Can 1st
Br. 2nd
April 23
U.S. 9th
April 9
April 2
Magdeburg
Berlin
1st
W. Russ.
Kustrin
Stet
Oder R.
U.S. 1st
Dessau
Halle
Leipzig
Elbe R.
1st
Ukr.
U.S. 3rd
Plauen
Dresden
Nürnberg
U.S. 7th
Regensburg
CZECHOSLOVAKIA
Augsburg
Danube R.
Brünn
Munich
Passau
Linz
AUSTRIA
Vienna
Berchtesgaden
2nd & 3rd Ukr.
25
50
100
TIME Map by R. M. Chapin, Jr.

Near the End

The Reich Totters

Hitler's Reich last week was on the brink of collapse.

The Reich had been split in two by a junction of Anglo-American and Russian forces; the Allies held a common front fifty miles wide in the heart of Germany. Berlin was entirely cut off from the rest of the Reich, a caldron of smoke and flame, the Red Army storming toward the center from all sides. American armor was thrusting into Czechoslovakia, into Austria, into the Bavarian stronghold. The Reich was being cut into half a dozen pockets; the last of the Wehrmacht was being destroyed.

The facts seemed to underscore the futility of further resistance even to the Nazi leaders. "Once Berlin falls it will be all over," said Lieut. Gen. Kurt Dittmar, Germany's leading military commentator, who surrendered last Wednesday. "Resistance will end in Norway and Denmark and the planned redoubt already has been penetrated and will not offer a fight."

Rumors were persistent that Heinrich Himmler was trying to arrange a surrender. Where Adolf Hitler was, whether he was alive or not, was unknown. His cohorts were apparently trying to save their own skins. Their reported offer was one last attempt to split the Allies. They would surrender "unconditionally"—but only to the Western Allies, not to the Russians.

In London and Washington it was made abundantly clear that any surrender must be a surrender to all. Yesterday Prime Minister Churchill declared the closest accord prevails between the three powers."

The end—defeat for Hitler's twelve-year-old Reich, the end of the long roads from Normandy and Stalingrad for the Allies—seemed measurable in days or hours.

Junction at the Elbe

History was made last Wednesday at the obscure town of Torgau in the heart of Germany. There at 4:40 P. M. the eastern and western Allies met; they had started 2,300 miles apart. It was a march that for the Russians had begun in November, 1942, amid the foothills of the Caucasus. For the Americans and British it had begun in June, 1944, on the bloody beaches of Normandy. Breasting the Dnieper, bridging the Vistula, the Russians had fought across 1,500 miles of plains and forests to the Elbe. Breaking the Atlantic Wall, the Westwall and the defenses of the Rhine, the western Allies had driven across 800 miles of France and Germany. At Torgau the two split Hitler's Reich, reached the last mile post on the road to victory.

The final stage of the march to Torgau was the fruition of closely coordinated Allied strategy, of two mighty blows launched from east and west.

SEMPER FIDELIS
U.S. MARINE CORPS

Sunday
AP. 29, 1945

Dear Mom and Dad,

I almost believed that the western war was all over yesterday. It wasn't true, though, but it won't be very long before we can talk about it at home and not here. The fudge was swell and fresh as could be. The west coast is getting to be the most busy place of all due to the collapse of Germany. Trains are all loaded down with tanks and light artillery. It won't be long now.

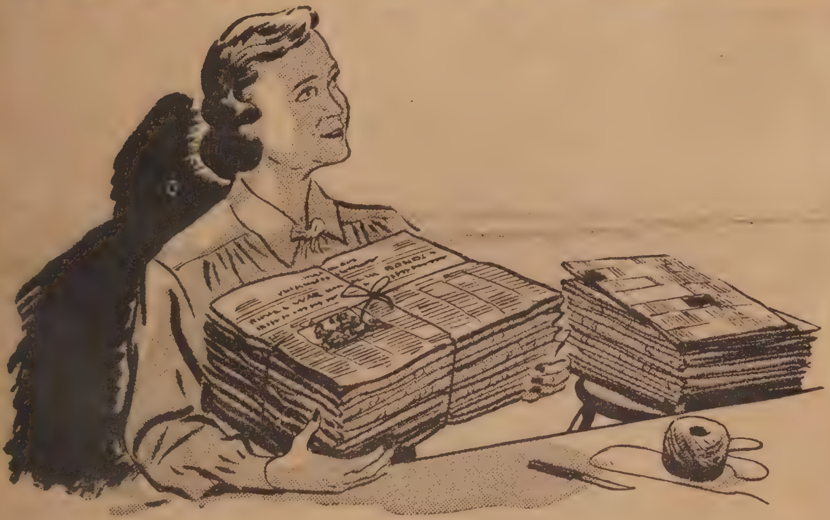
We've been as busy as ever this last

week. Quite a few of our crew are in the hospital for minor operations and it keeps one hopping, especially with increased radio traffic.

The different articles about the new port are very interesting. You must be tied up more than ever now. I saw Jane Nortons picture in the Herald and I see all the box scores, too. I couldn't do all that with the American. The papers out here are about four times larger than the Herald. There's not much of a war on out here.

Love,
Peter

FUGITIVE WANTED



Citizens are warned to be on the watch for all paper and magazines which eluded all previous paper drives.

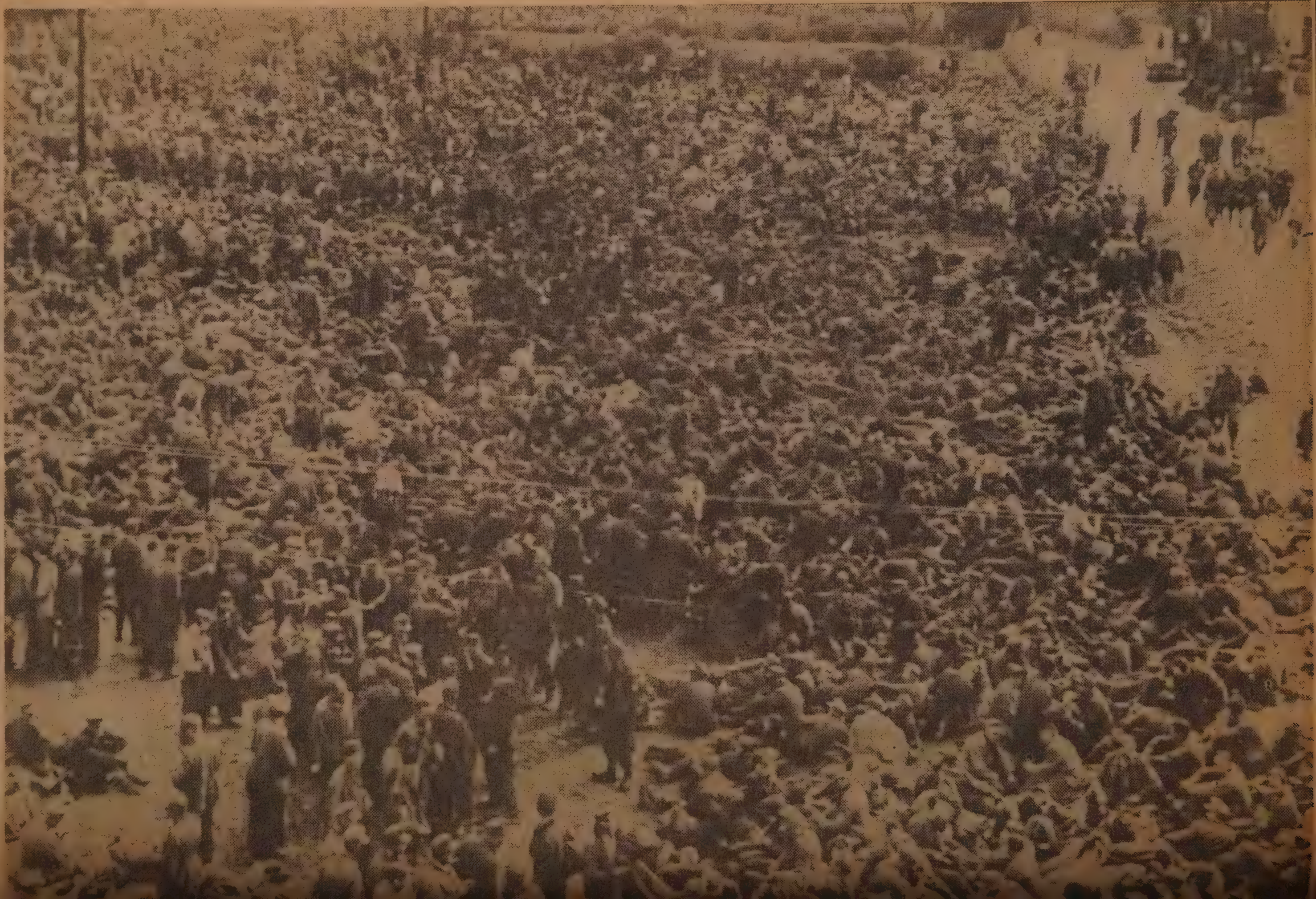
Cross-tie bundles securely with heavy twine to prevent escape.

Have at curb Sunday, April 29, at 12 noon.

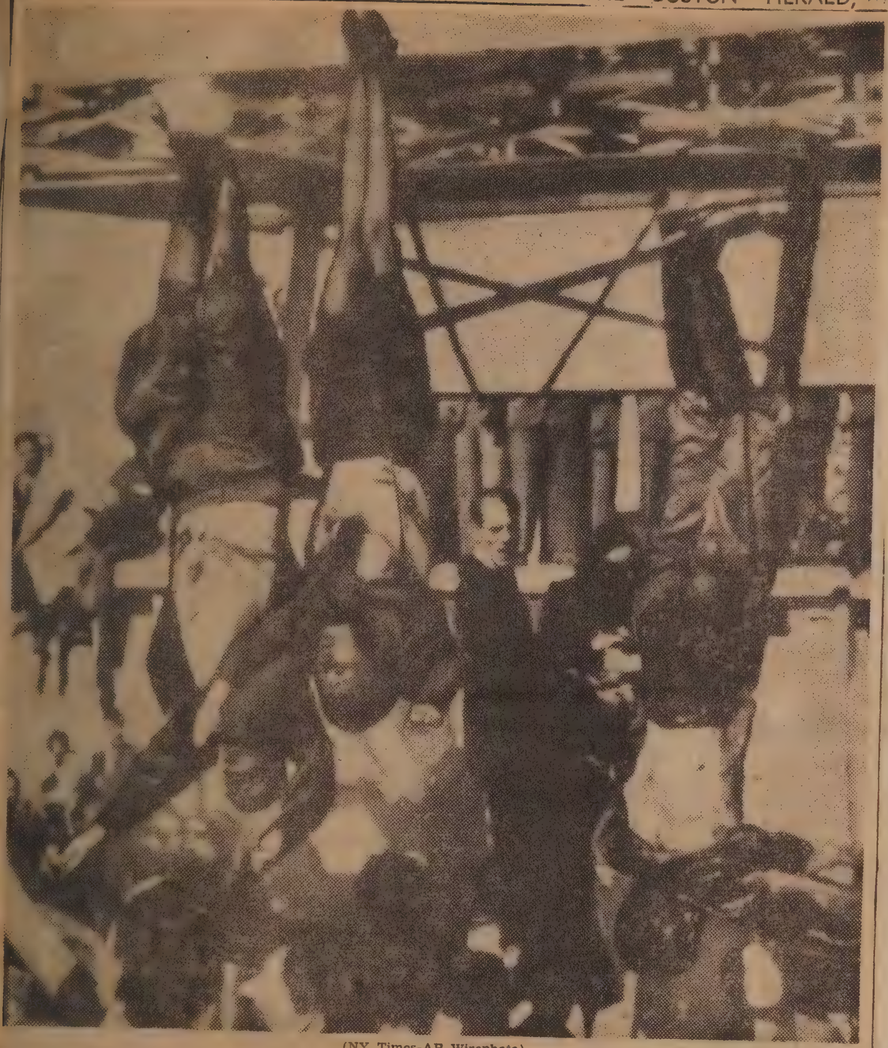
WASTE PAPER IS WAR PAPER

Belmont Salvage Committee

Scout & Cub Paper Committee



A Part of the Bag of Prisoners Taken by the Americans in the Ruhr Pocket



(NY Times-AP Wirephoto)

MUSSOLINI'S BODY HANGS BY HEELS—In Milan's Plaza Loretto the bodies of Benito Mussolini (left) and his mistress, Claretta Patacci (center) hang by their heels while Partisans at right hoist the body of Lt. Gen. Achille Starace, former chief of staff of the Italian Fascist militia and former Fascist party secretary, into place beside them after execution of fallen Italian leader and followers at Como.

The Sordid End of Musso

Armed patriots struggle to keep the enraged crowd away from the bodies of Benito Mussolini and his mistress, Clara Petacci. Her body (closer to camera) lies next to that of the executed dictator on the sidewalk of Milan's Piazza Loretto.

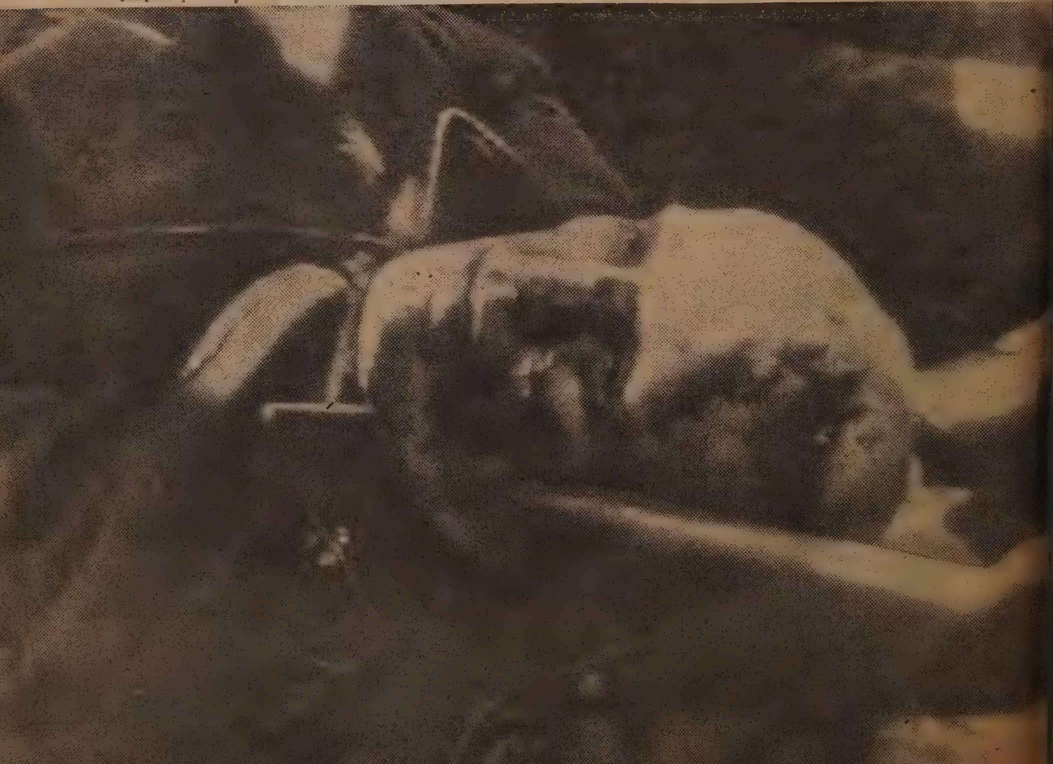
Radiophoto to The New York Times. Reprinted by Courtesy of The New York Times.

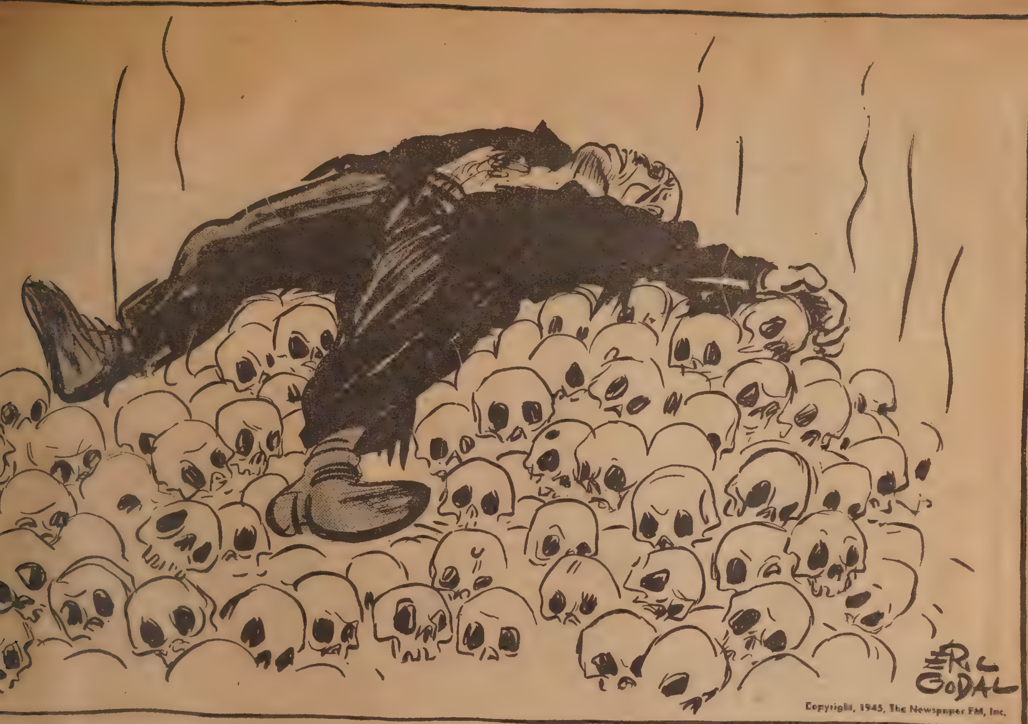
The End of a Dictator

> *"—yesterday the word*
> *of Caesar might*
> *Have stood against the*
> *world; now lies he there,*
> *And none so poor to do*
> *him reverence."*
>
> —Shakespeare's Julius Caesar

In Milan's Piazza Loretto, the body of Benito Mussolini, his bald head resting on the body of his mistress, Claretta Petacci, lies in death, as Italian Partisan guards keep off crowds bent on further defiling the bodies. Il Duce and his mistress were executed with other Fascist leaders near Como and their bodies taken to Milan to be exhibited to the public. This is a New York Times photo transmitted by radio from Bern, Switzerland.

Propped up by a rifle butt—the head of Mussol





Copyright, 1945, The Newspaper PM, Inc.

Mussolini's Empire

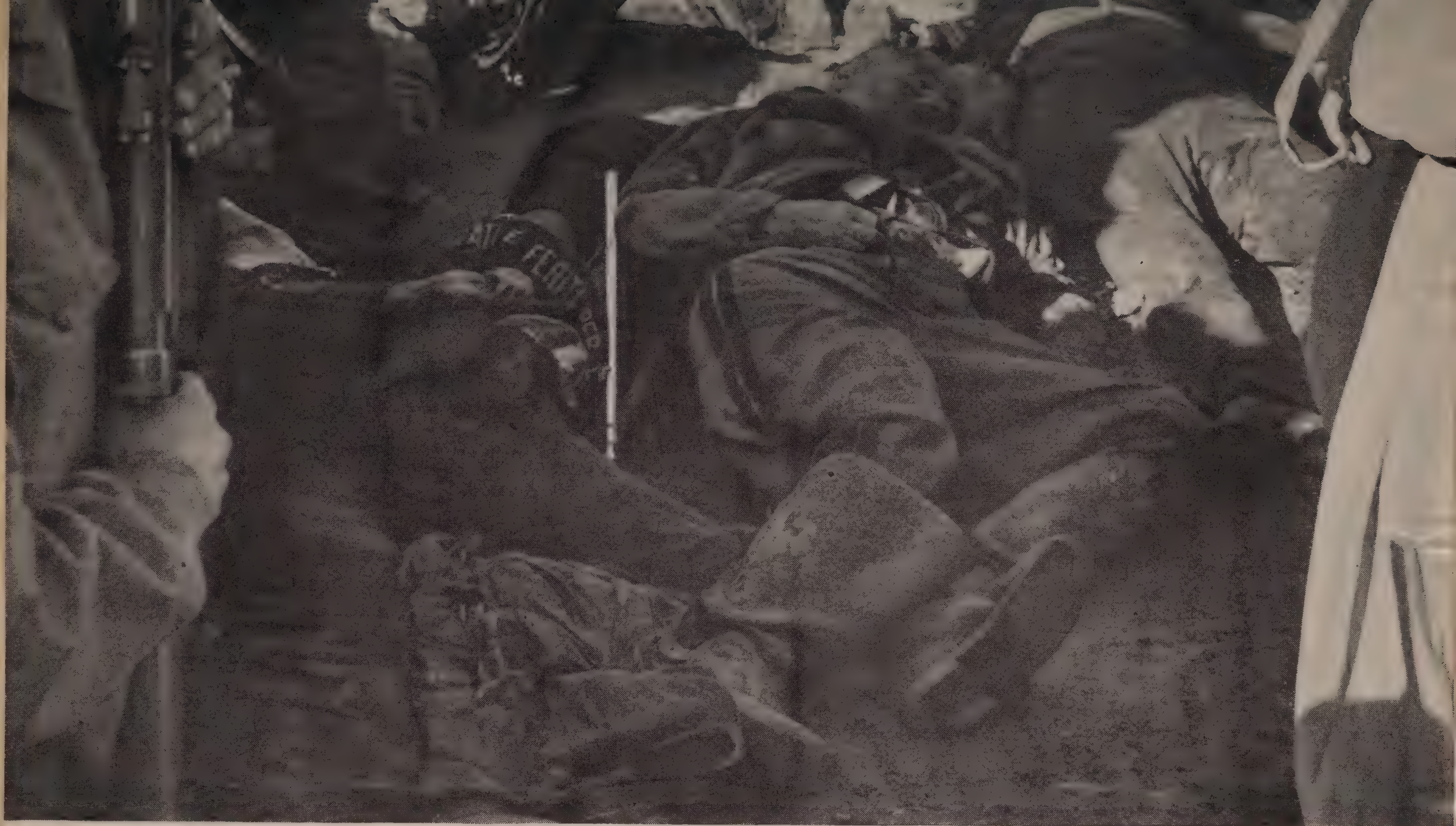
Guest of his Apt Pupil, Adolf Hitler, the Italian Dictator Reviews German Troops at Munich After Forming "the Axis"

Flanked by His Generals, Benito Mussolini Marches on Rome in the Coup D'Etat on Oct. 27, 1922.

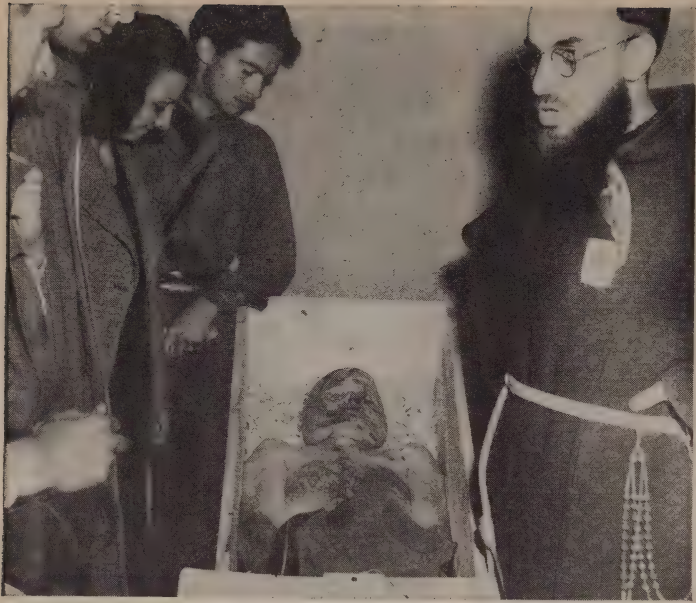
With Hitler and Marshal von Rundstedt, Il Duce Looks Over Campaign Plans for His Italian Troops Serving in Russia

A Modern Caesar Exhorts His Men to Conquer Ethiopia.

Proud of His Brawn, Benito Strips to the Waist for Coasting



THE FIRST DICTATOR'S BODY (*sprawled at lower right*) still wearing Fascist militia gray and green, lies where he was tossed in Milan's Piazza Loreto, his booted feet tangled with those of a dead henchman, his shaven head resting on the breast of his beauteous, 25-year-old mistress, Clara Petacci. Armed Partisans had to fire warning shots to restrain the leering crowd.



CHEAP PINE COFFIN, filled with wood shavings, is the last couch of the battered dictator who in life loved ostentatious pomp. Here the body lies in the mortuary before burial.

Mussolini-in-Exile. One of the Last Pictures Made Before His Death.

These are not edifying thoughts, but then Mussolini was not an edifying creature. It was a great pity for Italy—and for the world—that he was ever born. At least his death was as ignominious as one could wish. His political prescience deserted him there. Writing of the possibility of capture at one time by the Americans he said:

> Mussolini thanks the gods for sparing him a clamorous trial at Madison Square Garden (a fate worse than being hung in the Tower of London) and for letting him, along with the best of his countrymen, live out the fifth and last act of the drama that involves his native land.

Would that fate really have been worse than being shot in the back and then hanged, feet upward, in a Milanese square, reviled and spat upon by "the people" whom he despised, but who not long before had cheered him?

Ends in Gutter

MILAN, April 29—Benito Mussolini came back last night to the city where his Fascism was born. He came back on the floor of a closed moving van, his body flung on the bodies of his mistress and 16 other men shot with him.

That is not a pretty way to begin the story of his final downfall, his flight, his capture and his execution. But it is not a pretty story and its epilogue in the Piazza Loreto here this morning was its ugliest part and will go down in history as a finish to a tyranny as horrible as ever was visited upon a tyranny.

Sunday. April 29th 1945

Slept late - Frances down for a snuggle. Jane brought up my breakfast - orange juice oatmeal - cod steak - fried potatoes. Roll. Iced coffee. Up at 10 - did the week's pasting. then down cellar and arranged huge piles of newspapers and lugged them out to the curb - also old clothes and shoes. John helping. This is salvage day. - at 12.15 up to call on Mother at 11 Oak Avenue. Back home at 1. Sat out on the West Lawn - a nice sunny day. Took movies of "Curly" and the Turtle - which Robert W. left with us today - for safekeeping. Dinner at 2.15 + Mock Turtle Soup. Steak - Shoe String Potatoes. New Texas Onions. Asparagus on Toast. Mixed Green Salad - Strawberry shortcake. Frances and I rode down to the University - But "standing room only" so Back home we went. Rested the remainder of the day. Frances made me a snack supper. An Omelette. A Slice of Bacon. Toast. Milk - Baked Apple.

Monday

Dear [illegible] -

AP. 30, 1945

[illegible] on Sat.

[illegible]

[illegible]

[illegible] also heard that 18 year olds will remain in [illegible]. I don't know what [illegible] - you must admit that my cycle of army training is finishing at a very unusual time, as far as world events go —

Hope to be home in time for Mother's day — also Ann's wedding — Kay & I will then make whoopee on "C.O.D." anniv.

By the time you get this I'll probably have wired for $80 — hope I won't have to use it all — [illegible] just in case, the way of moving I hope. I don't want to get shipped to [illegible] --

Will try to get all eggs in sight — they will only be Parker pen customers but [illegible] number of P.X.S. - Time permitting —

Best of all — see you soon —

Love,

Dick

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r
RLES FRANCIS ADAMS
y
RLES E. LEE

24 April, 1945

Mr. Jay R. Benton, President
Boston Mutual Life Insurance Company
160 Congress Street
Boston 10, Massachusetts

Dear Jay:

Confirming our conversation, I am holding a meeting with Philip Nichols, Harold Hodgkinson, and Roger Greeley on Monday at four o'clock at 80 Federal Street.

I hope you can meet with us.

Cordially yours,

Alden

ACB:GEG

The First National Bank of Boston
Boston, Massachusetts

Charles E. Spencer, Jr.
President

April 16, 1945

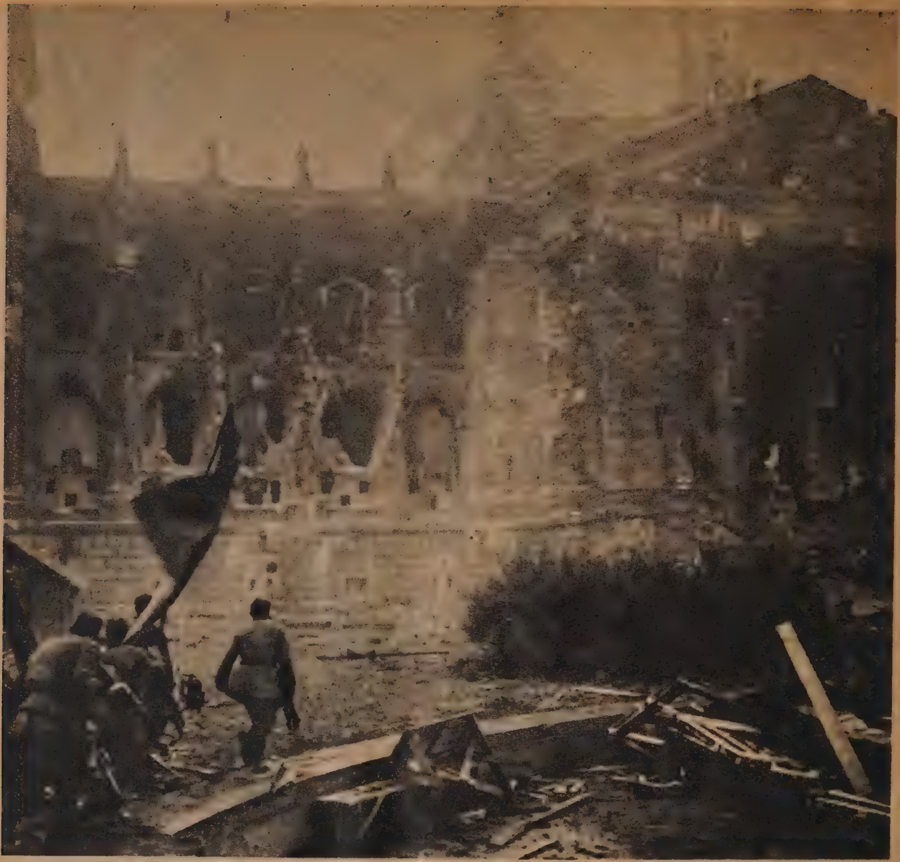
Dear Mr. Benton:

I am giving a dinner at the Algonquin Club, 217 Commonwealth Avenue, at 6:30, on the evening of Monday, April 30. The guests of honor will be the heads of the five major air lines which, beginning the following day, will all be serving New England through our Airport in Boston, and it would give me much pleasure if you could be present to meet them.

Sincerely yours
C E Spencer Jr

Mr. Jay R. Benton, President
Boston Mutual Life Insurance Company
160 Congress Street
Boston, Massachusetts

Business Dress



The final phase: The Russians reach the Reichstag building, Berlin, 1945.

Monday, April 30th 1945

Coolish weather - showery - umbrella & rubbers - Breakfast - orange juice - fried eggs & Bacon - Toast - Iced Coffee - little suit case - To the Square with Frances - Subway - office - Dictated speech for tomorrow night - Subway to North Station, conference with Edward S. French, Pres. Boston & Maine re Boston Committee - Back to the office - out to lunch with Everett Lane - to Steubens - Lamb Broth - Roast leg of veal - Noodles - String beans - Iced Coffee - Grape fruit - Back to the office - Work - at 4 over to the Chamber of Commerce - Capt. Alden Brett, Harold D. Hodgkinson, Philip Nichols, & Roger Greeley - Back to the office - Freshened up. Walked out to Commonwealth Avenue and the Algonquin Club - Attended Dinner given by Charles E. Spencer Jr. to the heads of the five Air lines - had a good time and home all the way in the cars.

Last Picture of Hitler

NEW YORK, May 16 (AP)---Two pictures which may be the last ever made of Adolf Hitler were distributed today by the Associated Press.

THE PICTURES are described as showing Hitler coming out of his air raid shelter and examining war damage to his Chancellery in Berlin, about April 20, 1945.

Two days later Hitler declared the war lost, and 10 days later, on April 30, Hitler died in the air raid bunker, according to British intelligence investigators.

The pictures issued today are attributed to a representative of Hitler's personal photographer, Heinrich Hoffman. (One photo appears above, the second is shown on Page 29.)

Hoffman's darkrooms had been destroyed and the films were given to another studio to be developed.

The Berlin magazine Illustrated Telegraf says it found the pictures by chance, and describes them as the last ever taken of Hitler.

The Chancellery area by April 20, 1945, was under continual air attack and Hitler was living around the clock in his concrete and steel bunker.

The pictures depict Hitler with his overcoat collar pushed up.

He is accompanied by his adjutant, S. S. Obergruppenfuehrer Julius Schaub, who was acquitted in Munich last year of alleged complicity in three Nazi murders. Hoffman testified Schaub was only a "glorified orderly" for Hitler.

Mystery Still Surrounds Hitler's End

By OTTO ZAUSMER

As Adolf Hitler stood outside his air raid shelter in Berlin on that April day in 1945 (probably April 25), he saw his capital, his Empire and his entire life's work crumble.

The two pictures are probably the last ever taken of the man who started as a lowly paper hanger, became the undisputed ruler of practically the entire continent of Europe and then ended his life—his dreams shattered — in a hole in the ground deep underneath the ruins of the city from which he used to run his far-flung Empire.

Shortly after he had seen the wreckage of what once was his famous Reichs Chancellery, Adolf Hitler admitted defeat. He is alleged to have committed suicide in his underground bunker on April 30, 1945.

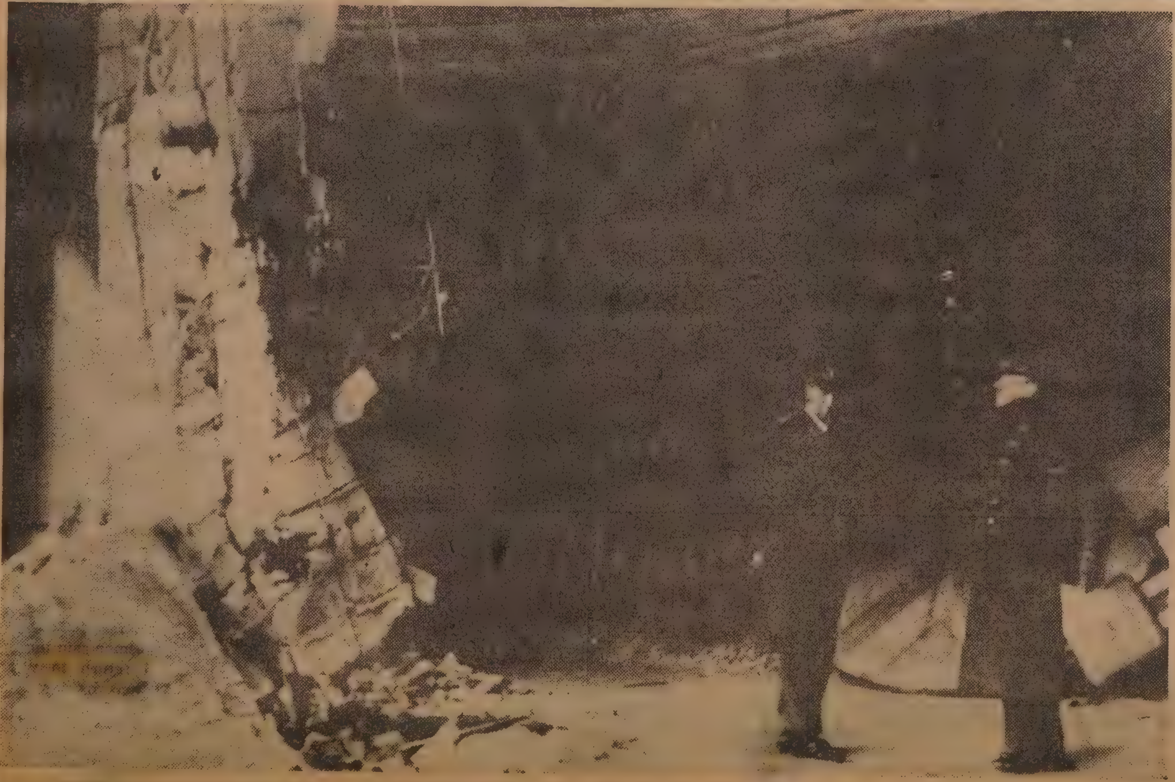
The mystery of his disappearance has never been fully explained. But there were highly plausible reports of former Nazis who testified that they had soaked in gasoline and burned what was supposed the lifeless body of the former Fuehrer.

The burning took place just outside the air raid shelter, of the Chancellery, perhaps in, or at least very near, the spot where the two photos were taken.

Globe Cameramen
Acme Telephoto
AP Wirephoto

Best of the Day in Pictures

Local
National
World-Wide



LAST PHOTO OF HITLER?

Berlin magazine, Illustrated Telegraf, says by chance it found this picture of Adolf Hitler (right) amid discarded material owned by a representative of Hitler's personal photographer. Magazine says picture shows Hitler about April 20, 1945, with adjutant, Julius Schaub, surveying war damage to the Reich Chancellery in Berlin 10 days before Hitler was reported dead in his air raid bunker.

(AP Wirephoto)

WELLS BINDERY
WALTHAM, MASS.
JAN. 1946